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The 2102: Back in Black

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KODACHROME ARTHUR PURCHASE, JR

THE ARKANSAS & MISSOURI southbound at Winslow, Ark., on May 9, 1987, looks like something out of Binghamton, N.Y., with three C420s in D&H/Guilford colors plus an "original" A&M C420 in maroon.

Railnews

GENERAL ELECTRIC B39-8s 8512 and 8513, part of the lease fleet bound for BN, were road testing on Conrail at South Kearny, N.J., on July 10, 1987. See page 32 for details.

KODACHROME WAYNE LALEVEE

KODACHROME DARRELL LAND

THE INDIANA & OHIO repainted GP7 56 (C&O 5705) in colors reminiscent of RI and GM&O, as seen on the tourist train at Mason, Ohio, in May.

KODACHROME FRED CHANEY

IOWA INTERSTATE has just put its colors on SW1200 250, former MP 1299. All IAIS repaints will carry the stripe across the cab. See page 32.

COLORADO & SOUTHERN 2-8-0 No.71 steams again in Central City, Colo., on July 3, 1987 (below) for the first time in 46 years. See page 32 for details.

KODACHROME CHIP SHERMAN

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Railnews

KODACHROME: BOB HART, JR

NEW HAVEN COLORS have been returned to FA1 0401, acquired from LIRR by the Connecticut Valley Railroad Museum in Essex, Conn. It is shown (left) on July 4, 1987. Volunteers from Essex are also operating 17 miles of nearby former-NH lines as the Connecticut Central, initially using Seaview Transportation Alco S4 No.4, shown (below) at Middlefield on June 29. See page 34.

KODACHROME: BRIAN PALMER

KODACHROME: TOM SAVIO

NAPA VALLEY RAILROAD will begin operation in early 1988 of SP's Napa Valley branch with ex-CP&LT 44-tonner 50, shown (above) at Napa, Cal., on June 29, 1987. See page 32.

KODACHROME: MARK R. HALL

EX-MILWAUKEE GEEP 994 and an EMD switcher cab were combined to produce this creature now working for track-contractor Habco Loram in Kansas City, where it was seen (above) in May 1987. See page 32.

KODACHROME: OTTO P. DOBNICK

KODACHROME: HAROLD H. WEBER

SCENIC RAIL DINING is the name given to a dinner train which will operate over the Wisconsin & Southern using former Alaska Railroad E8s. A test run was made over the W&S (above) on May 9, 1987, with the private car *North Star* in tow.

CHICAGO MISSOURI & WESTERN applied its first paint to GP40 3025, former WP 3543, seen (right) at Bloomington, Ill., July 12, 1987. CM&W operates the former-GM&O lines into Kansas City and St. Louis.

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From the Publisher's desk:
SECAM isn't a PAL of NTSC

As technology advances, the gadgets which we use at work, home and play become ever more complex. Take the videotape recorder as an example. Sony's Beta 1 and Beta 2 were themselves not compatible. VHS created an entirely new format and is today the favorite in North America, especially for those who rent Hollywood films and buy commercial railfan videotapes. It is, of course, easy enough to copy any of the three formats to your own standard if you have VCR machines in each required format. It is also possible to copy any size movie film onto video tape, along with color slides and black & white stills. The cost is low once you have your equipment (though that can be very expensive).

When you go international, however, there is an even bigger problem. Worldwide, there are three different systems for television sets themselves that involve the number of scans that make up the picture. The United States, Canada, Mexico, Central and South America, Japan, Taiwan, South Korea and the Philippines all use the NTSC system. France, most of the former French colonies, Greece, the North Africa area and the Iron Curtain countries use the SECAM system. England, Germany and most of the rest of Europe use a system called PAL. And you guessed it: PAL, NTSC and SECAM are not compatible with one another unless you have special equipment. The problem compounds itself because there are several variations of PAL. PAL-1 is used in the United Kingdom (6.0 MHz) while Europe uses PAL-BG (5.5 MHz). The MegaHertz problem doesn't affect tape playback, only recordings taken off the air, which is no major problem for the railfan.

All this came about when the USA rushed into color video regardless of quality while Europe waited. France didn't want to use new German technology and so stayed with the older SECAM. PAL produces a finer picture with better color than we have in North America. While the broadcast networks are not about to change from the NTSC system in the foreseeable future, Americans will be able to get European quality from new videotapes with greater resolution (400 lines) and finer color. These can be played on new VCRs with special high resolution monitors.

What if you want British, French or German movies from overseas made in PAL or SECAM? You can buy a multi-standard VCR that will play all three systems. An M/S VCR also requires an M/S video monitor. These units are available in specialty video equipment outlets and are more expensive than popularly-priced VCR units. It is possible to convert from one system to another, but you need VCR units for each system plus new monitors.

If you should spot railroad tapes of exotic places during your travels, be sure the tape you want is correct for your system. European video stores know about the three systems and can advise you as to what is correct for your own country. Otherwise you may get only a black & white picture, no picture or no sound, or maybe even nothing at all.

Hal

RAILFAN & RAILROAD

October 1987/vol.6 no.12
RAILROAD / founded 1906 / vol.109 no.7

Features

36 Pinsly comes to Florida/Max R. Wallace
40 Reading 2102: 25 years of excursions/Jim Boyd
43 Photo Line/Readers photos
48 "Biloxi Blues"/James P. Bell
50 Update on the Apache/Sandy Burton
56 The colorful Joint Line/Jim Boyd

Departments

2 Railnews/news in color
4 Railnews/news in color
6 Fanmail/letters from readers
12 Videos/videotape reviews
16 Camera Bag/More about K200
18 Timetable/events
24 Railroadiana/product news and reviews
28 We'd like you to meet . . . /Max R. Wallace
30 Transit Currents/George M. Smerk
32 Railnews/news in detail
60 Markers/editorial commentary
62 Switch List/classified advertising
64 Advertising Index/the railfan marketplace

Cover

A perfectly-matched set of Alco Century 420s fills the late afternoon sky with smoke as the Apache Railway train departs the Snowflake Pig Farms feed mill in July 1986. Sandy Burton looks at the new motive power and operations of the Apache beginning on page 50. Kodachrome: Sandy Burton. And where else can you find a tourist railroad that can run its own 4-8-4 at over 50 m.p.h.? Reading T-1 2102, restored to authentic freight black livery, was storming it up on the Blue Mountain & Reading Railfan Weekend on June 28, 1987. The 2102 has been in fantrip service for 25 years. For more on her varied excursion career, see page 40. Incidentally, for two covers in a row we have shown a steam engine with a leaking Worthington hot water pump! Kodachrome: Jim Boyd.

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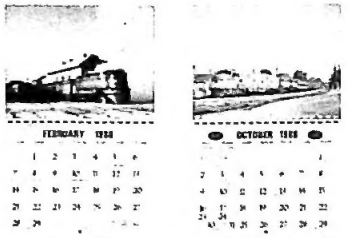
1988 COLOR CALENDARS



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Fanmail

Before the Stack Trains

Just a slight correction on the caption under the shot of the Erie 3384 at MQ tower on page 35 of the July '87 issue. The steam in the background is not a pusher, but the next train. There were four westbound freights, one after the other; one out of Maybrook and three from Croxton. In fact, that day we photographed seven Erie trains, four L&HR, one LNE and one O&W. The only diesel was the O&W.

BOB COLLINS
Wyckoff, N.J.

I hope to see more articles like "Before the Stack Trains." The before and after shots show how it was and how it is now. Railroading has changed a lot over the years, but it certainly isn't any less interesting.

ROBERT UNDERWOOD
New Haven, Ct.

Congratulations on going monthly. I did enjoy the Susquehanna pieces in the May and July issues. Growing up in Pompton Lakes and living across the Wanaque River from the line for my first 22 years has made it most special to me, but I have a few comments and corrections.

The map on page 51 of the May issue shows the M&NJ line as being abandoned. The line is operated to Slate Hill, N.Y., and the tracks are still in place to the N.J./N.Y. state line. In the same issue, the John Krause photo caption on page 47 refers to the train as "southbound;" the Susie-Q was an east-west railroad, both geographically and by timetable. Your color shot on page 67 of the eastbound at Stockholm calls the body of water a "creek." In fact, that is the Pequannock River whose valley the Susie-Q follows from the Stockholm station to Pompton Junction and crosses some eleven times if memory serves me right. While on the water subject, you refer to the body of water in the Ken Karlewicz shot on page 66 (July issue) as the "reservoir." That is the Charlottesburg Reservoir, and the Susquehanna had a station of the same name just east of where the photo was taken.

I would also like to correct a statement made by you in the article and by Bob Mohowski in MARKERS. The top of the eastbound grade is *not* Beaver Lake but at old Summit Yard in the town of Stockholm, which is also the highest point reached by rails in New Jersey. I am told that Summit Yard was used to reassemble trains that had to double and triple the hill before the Decapods arrived. The mistake is easy to make as the grade does level off at Beaver Lake, and Summit Yard is one of the few places on the railroad with limited access. What is hidden below the curves of Route 23 up to the Lake Tamarac turn-off is a grade to be reckoned with. At the east end of Beaver Lake the grade picks up again in a cut called Beaver Dam Curve by Susqhehanna crews of old and Mosquito Curve by Morris County Central crews years later. I was an MCC conductor during my college years (class of '78,) and rode all of the Beaver Lake specials during this period. It's the only grade I recall stalling on. We had to shove back to Beaver Lake and get a run at the hill. Each trip, except for doubleheaders, required a good run only to be down to a crawl at this location with great stack talk all the way.

Now for a little nit-picking, page 53 of the May issue says that "nothing had moved between Newfoundland and Butler since 1971." The MCC ran regularly in its last years to old Green Pond Junction with the railbus and even steam. Would like to see more color shots of the stack-trains along the beautiful old MCC route.

ART EHRAMJIAN
Tucson, Az.

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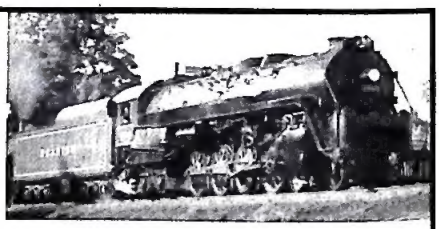

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On Pennsy fans and headlights

I have been enjoying R&R for some time now, but never as much as the July issue. Having just moved from Pittsburgh and away from a hotbed of "SPFs," (Slobbering Pennsy Fans), I couldn't believe that I was actually enthralled with your coverage of the K4. I never thought this Old & Weary fan would ever admit that a Pennsy engine looked good. The photo coverage really brought out a nostalgic feeling. Then you go and put the O&W NW2 on the back cover and put the coup de grace on the inside with the pre-stack train story, and I was finished. This, for me, has to be your all-time best issue. How can you top this, expecially monthly, now? Maybe you can get the engine I used to run back in operation: Bath & Hammondsport, ex-Narragansett Pier 2-6-0 11 now residing in Middletown, N.Y. If K4's can be reborn, who knows?

KENNETH HOJNACKI
Madison, Wisc.

Let me also go on record as being in the apparent minority by voting to keep the 1361 with its front end as is. I'll admit that I've never been a great admirer of Pennsy steam, but the "modernized" front end seems to give the engines a certain "character" which was lacking in the PRR's 1930s-1940s era locomotives. So I say, let's keep her the way she is!

Now that I've said that, let me also point out that Burlington's high-mounted headlight O1a 2-8-2s also had this same "character" and Jim should wash his mouth out with soap for calling them ugly. Are you sure you're really from Illinois?

LES BECKMAN
Riverdale, Ill.

Smiled just now as I read "Pennsy fans and Headlights" in your MARKERS column. It's true, I suppose I sort of winced when looking at the cover photo; for even though I am delighted that a K4 is once again under steam somewhere, it isn't the K4 appearance I grew up with. No chin muffs and good main line respectable Pyle creation up ahead of the headlight, leaning out somewhat in advance of the soot. A pilot built up of cross members as it seemed only a proper pilot for decades should be.

But then you can't please everyone, and no doubt there are others out there who still remember and think of the K4 with an impressive steel box headlight, topped with an enormous ventilator. That's what little boys growing up in Akron, Ohio, remembered of Pennsy power in the early 1920s. Have had a few snickers over the years as authors born long after the last box headlight had graced a scrap pile, would refer to them as "oil headlights."

One time a practical-joker superintendent gave me a pair of those things. They had handles so two people could pick them up. Felt like 1/4" steel. The reflector showed where the holes for arc electric carbons once had been. Had to forgo the "gift," as what in 1937 would one do with them?

BOB RICHARDSON
Golden, Colo.

K4s and the Bellefonte wye

I was surprised to read in Dan Cupper's thrilling article "Altoona's K4 Under Steam" that the wye at Bellefonte had so much curvature that it had been used only by K2s and L1s and not by K4s in the past. During the 1920s and 1930s, I lived by the Susquehanna Division of the Pennsy in Milton, Pa., and never missed an opportunity to take a good look at the Pittsburgh-Easton day express with its K4 on the point. I always recalled our ride on the train to Johnstown in the summer of '26 and our backing into Bellefonte—and the many Saturday afternoons when we greeted Dad as he came in on the same train from Altoona or Saltzburg where he worked. Please don't tell me that those beautiful engines were not K4s. I will never believe it. To be sure there were also E6s, but not on the "Easton."

Please tell us more about the K4. It is a

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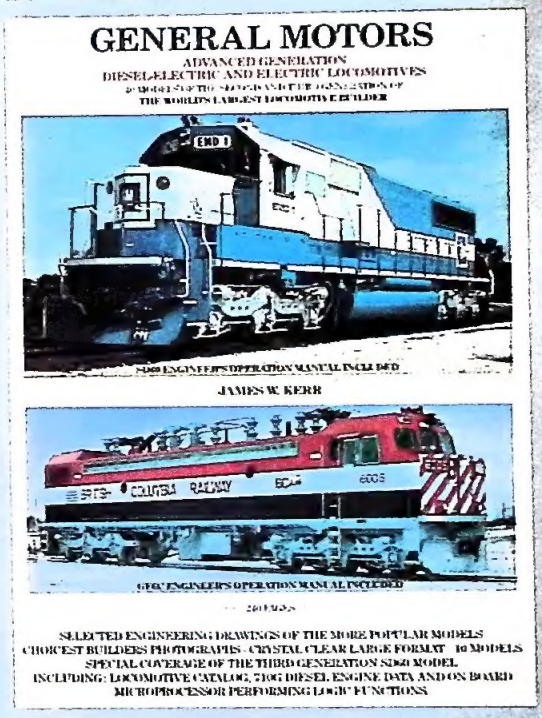

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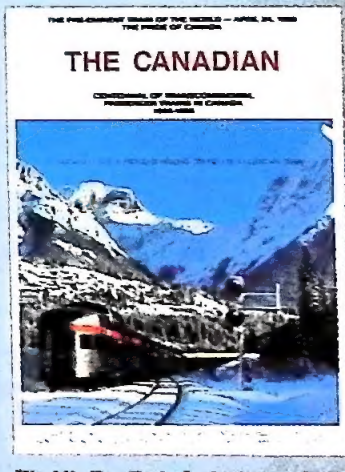

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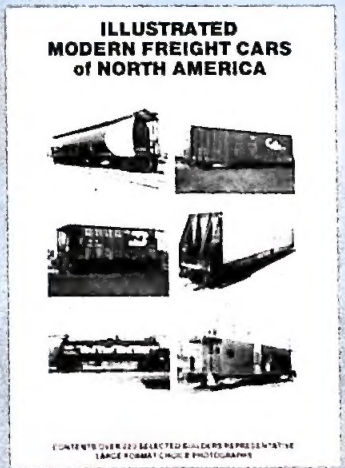

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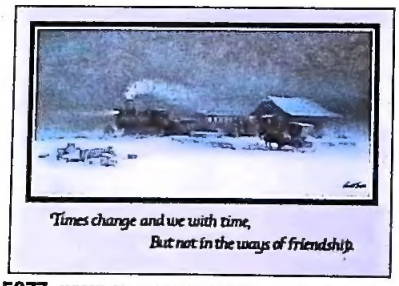

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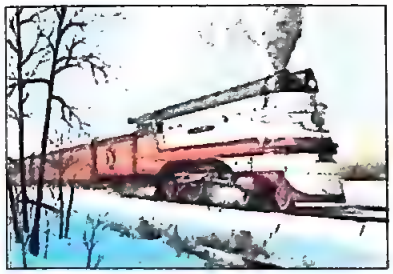

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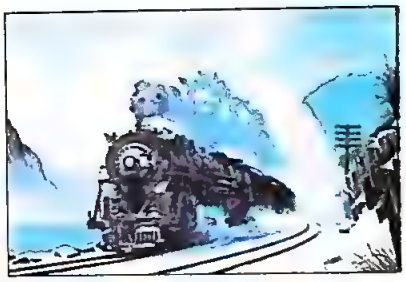

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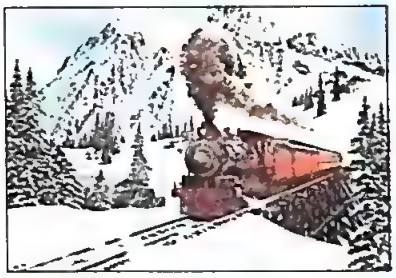

5096 HOME FOR CHRISTMAS "To those we love and see each day, and other loved ones far away, to all good friends whose friendship means so much, and those with whom we're somehow out of touch... Merry Christmas and Happy New Year!—*artist Jodie Boren*

5060 "To those we love and see each day and other loved ones far away, to all good friends whose friendship means so much and those with whom we're somehow out of touch... Merry Christmas and Happy New Year"
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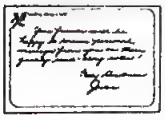

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treasure that the good people of Altoona will treat with utmost respect. I wish it long life and a trip to Milton sometime.

JOHN DE WIRE
Ithaca, N.Y.

A 1920s PRR employees timetable forbids a K4 from using the wye at Bellefonte. K4s were used on the Bald Eagle branch but were probably never turned at Bellefonte; as you mention, the train "backed" into Bellefonte, probably all the way up from Milesburg. Yes, John, those probably were K4s on the "Easton"—M.D.

The K4 coverage

Your coverage of Altoona's K4 is simply spectacular. Boyd and Del Vecchio make quite a photographic (as well as editorial) team. Page 59, especially, is a photographic knockout of studio quality.

Readers might like to know that "Johnny from Long Island" is John Turkelli of Farmingdale, L.I., one of the most loyal and energetic volunteers on the project. Also, Bennett Levin, P.E., of Philadelphia, assisted importantly in the filing of the federal boiler certificate (page 44); Mr. Levin has been a strong contributor to the Railroaders' Memorial Museum for many years.

BILL WITHUHN
Curator of Trasportation
Smithsonian Institution
Washington, D.C.

Abo Canyon

I enjoyed "Action at Abo" in your July issue. Some 25 years ago, when living in Albuquerque, freinds and I took this same hike. While the bridges in Abo Canyon have guard rails, we were careful not to get caught on a bridge with a train. It would be too close for comfort. I started reading *Railroad* Magazine around 1930 and have read every issue since, including RAILFAN & RAILROAD. Sometime around 1931 the following poem appeared:

Oh we rattled down the canyon,
With the board at Abo clear,
A monkey-motion engine,
And a simple engineer.

EDWARD MAHONEY
Ft. Worth, Tx.

Videos

BY MIKE DEL VECCHIO

New Arrivals

"BCR Steam, With 2860 & 3716," by Greg Scholl Video Productions, P.O. Box 123, Batavia, OH 45103; 513/732-0660. The first part of this 41-minute tape follows two days of ex-CP 2-8-0 3716 filling in for the Royal Hudson during Expo 86, with a 15-car consist on the scenic British Columbia Railway line between North Vancouver and Squamish. The second part has the Royal Hudson 2860 on her first two days of service after Expo 86 making the same trip, more than once meeting Alco-powered freight trains. 41 minutes, $39.95.

"F-Units, Winter In Canada," also from Greg Scholl, is a sequel to "VIA F's in the Rockies" that searches out the last of the EMD and Alco cab units on VIA trains in

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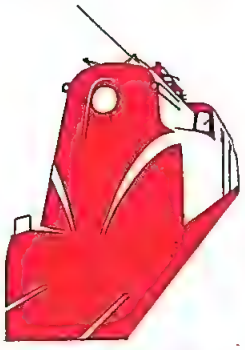

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"Snow Plow, with CN F7s," by Greg Scholl features a CN plow pushed by two CN F7As—and the snow flies up to 50 feet in each direction. Action is on the Wingham Branch at Stratford, Ontario, during February 1987. The next day, the same F-units lead a local freight to Wingham. Three days later, a blizzard hits. Doing its duty, the plow derails. Interesting footage of the rerailing. 52 minutes, $49.95.

"Pacific Through the Cumberlands," the story of Kentucky Railway Museum's L&N 4-6-2 152 running from Louisville to Appalachia, Va., in October 1986, is the first of four tapes released by Lasting Impressions, 2707 Colonel Drive, Louisville, KY 40222; 502/426-6397. It features the 152 running through mountainous country with all sorts of tunnels and bridges. 36 minutes, $34.95.

"Light Pacific" shows the 152's October 1985 break-in run from Louisville to Lexington, Ky. It features restoration and in-cab footage in addition to runbys. 25 minutes, $24.95.

"Light Pacific: Second Section" follows the 152 on a series of KRM excursions in the spring and summer of 1986 in a variety of settings including trips from Louisville to Lexington, Claremont to Bardstown and Lebanon to New Haven, Ky. There is also some doubleheading with the museum's Monon BL2 32. 28 minutes, $34.95.

"Seven Six Five" is the fourth tape by Lasting Impressions and covers ex-Nickel Plate Berkshire 765 over the C&O between Huntington and Hinton, W.Va., through the New River Gorge and past Hawks Nest in October 1985. Also included is a trip along the former-Wabash line between Ft. Wayne and Peru, Indiana, in September 1986. 32 minutes, $34.95.

"More Diesels Roar on the Former Pennsy" by JMJ Productions, P.O. Box 4449, Hollywood, FL 33083 is all new material showing Conrail action on the Pennsy's Susquehanna, Middle and Pittsburgh Divisions including the newest SD50s, SD60s and C39-8s supplemented with vintage Pennsy and Penn Central footage during the 1950s and '60s. 61 minutes, $49.00.

"N&W + SOU = NS Diesels," also by JMJ, illustrates the various diesel fleets that became Norfolk Southern. Vintage film footage of first generation diesels of the N&W and the Southern is used along with some of the lesser-known NS components such as CofG; Georgia Northern; Live Oak, Perry & Gulf; South Georgia; Georgia & Florida; Norfolk, Franklin & Danville and, of course, the Nickel Plate and Wabash. Modern power is shown from Georgia to West Virginia, including Saluda Hill. 62 minutes, $49.00.

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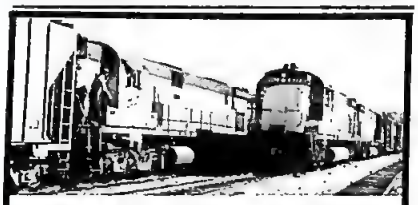

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BY JIM BOYD

More about Kodachrome 200

Since Kodak's Kodachrome 200 slide film was released earlier this year, the R&R staff has made a concerted effort to try it out in true railfan "combat conditions." We ran Bruce Nett's early test shot in the March '87 issue and followed up with our initial experiences in May '87. In the July '87 MARKERS we warned of K200's somewhat strange behavior in night work. We compared notes with other photographers from coast to coast and talked with some Kodak tech reps. As a result, we have come to the following conclusions.

First, Kodachrome 200 is probably the best high speed slide film on the market. It is much superior to the High Speed Ektachromes, and the same appears true of other brands of high speed film. It is not, however, an across-the-board substitute for Kodachrome 64 or other medium-speed films.

Kodachrome 200 "looks like" Kodachrome 64 when it is projected or printed, and K200 and K64 can be intermixed in a slide show without the audience becoming generally aware (throw an Ektachrome into a Kodachrome show, however, and it will stand out rather dramatically because of an overall difference in color character—not necessarily better or worse, just different). Kodachrome 200 has exhibited two rather undesirable traits, grain and an affinity for red, that should tend to discourage its use in conditions where its speed is of no particular advantage (sunny days, for instance).

Although it projects an extremely sharp image, the grain in Kodachrome 200 really is there. We became believers when our sister magazine FLYING MODELS ran a vertical cover cropped out of a horizontal K200 slide (the PBY flying boat on the July '87 issue), and the grain was *very* evident. The Apache Railway Kodachrome 64 scene on this month's cover is about the same degree of enlargement. After seeing that FM cover, I immediately went back to using K64 as my standard normal light film.

On the trip to Colorado this past May to cover the UP 3985 and the Joint Line (page 56), I carried both K64 and K200. The K200 more than paid for itself in the stormy weather on Sherman Hill, but in the sunny week that followed I used primarily K64. By the end of the week I had used up my K64 supply, however, and switched to K200 with no problem. Again, it would take careful examination to determine which photos were taken with which film (the film types are identified on pages 57-59)

Then there is this affinity for red. Lloyd Rinehart of Dixon, Illinois, sent us some K200 of a Soo Line SD40. The red on the unit was overly intense and came out a saturated dark red. He included a bracketed exposure to demonstrate that the problem was a characteristic of the film and not just a half-stop error in exposure. He says he got similar results on the LS&I Alcos. Once this was pointed out, I began to notice K200's tendency to oversaturate red (sometimes it is pleasing, such as the way it emphasizes the keystone number board on K4 1361). "Red" is also its problem with night work.

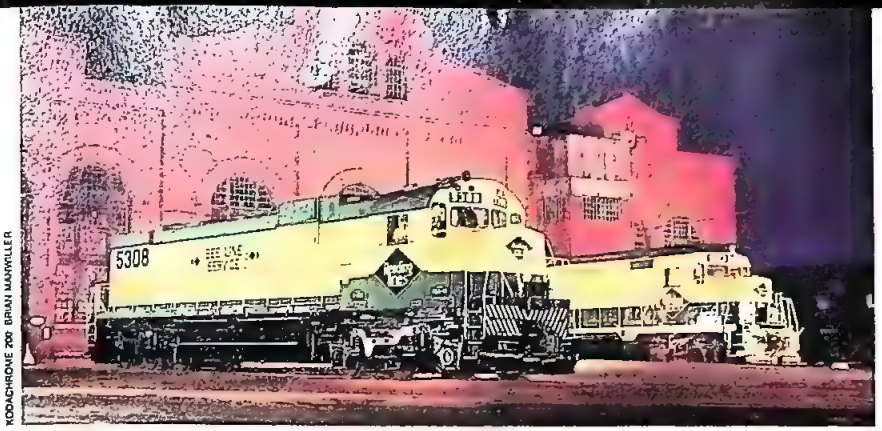
Mike Del Vecchio attended a Kodak seminar at the University of Massachusetts at Amherst in July and followed up with a conference call to two technical representatives in Rochester. Our questions concentrated on K200's tendency to go red on night shots. The Kodak people pointed out that both K64 and K200 are not formulated or recommended for long exposures: "long" being over 1/10-second for K200 and one second for K64.

Both K64 and K200 will experience a strong color shift during long exposures, but they shift in different directions. Kodachrome 64 shifts green, resulting in those characteristic "crème de menthe" skies. The Kodachrome 200 shifts red under the same conditions. Compare the skies on the two photos of the Blue Mountain & Reading 4-6-2 and PRR E8s.

If both films "shift," why is the red so much more noticeable than the green? The answer seems to be the mix of light. When we light up night photos, we use clear GTE/Sylvania No.2 flashbulbs, which we found to be the best after experimenting as well with No.2 blue bulbs. Using K64, assume that the usual one- or two-minute exposure results in a green shift from any available light. The sky and subject are now going green together. When you throw the clear flash, you are pouring in red and yellow light to neutralize the green. Daylight film should have some blue added to balance it for clear flashbulbs (blue coating on the bulbs or a blue filter). When you blow away the red and yellow with the clear bulb, however, there is a blue component remaining from the green shift. Thus the clear bulb combined with the green shift results in a rather pleasing and well balanced image. Using blue bulbs gets Kodachrome 64 too blue very quickly, as we discovered at Conway Scenic Railfan Day last year when we had to use blue bulbs (see page 3 of the January '87 issue) that turned the maroon B&M F7 reddish brown and rendered the bright yellow buildings a sickly off-green.

When you hit Kodachrome 200 with clear bulbs, however, you are only aggravating the red shift and driving it even redder. On the K64, the flash tends to "clean up" the color shift in the properly flash-exposed areas, while on the K200 is only adds to the red. One would suspect that cold strobes and blue bulbs might work better with K200, or some energetic soul might be able to calculate a corrective filter combination. This is too much techno-foolery for the typical railfan, however, and the answer is to simply stick to proven techniques and K64 for most night work. A constant problem with railfan night photography is still an unpredictable mix of sky, ground and flash light. We know K64 and clear bulbs work well and K200 in the same situations generally does not.

Another aspect of K200 that bears repeating is its status as a "Professional" film. The Kodak Professional film is the same basic emulsion as the amateur film, but it has been manufactured under much more controlled conditions. Whereas the amateur film is aged



KODACHROME 200 BRIAN MANKILLER

KODACHROME 200 shifts toward red in long exposures. Compare this with the K64 version on page 66. Both were lighted with No.2 clear flashbulbs with the K64 at f5.6 and the K200 at f11. The same applies to the BM&R scenes (K64 below and K200 bottom) at Hamburg on June 26.

"about nine months" to stabilize its chemistry and get all the color layers up to proper sensitivity (and a projected normal "shelf life" of about twelve to 18 months), the Professional film is aged and tested, batch by batch, until it has reached its optimum balance point. The Professional film is then refrigerated to slow the aging process and shipped out to dealers. It is recommended that the professional film be kept refrigerated until it is used and then either again refrigerated or immediately processed. This is where some folks—including professional photographers—get silly.

While the tech reps would not specify exactly what lengths of time are involved (because it can vary from batch to batch and condition to condition), they agreed that the non-refrigerated life span of the Professional K200 was a matter of "days and weeks" rather than "hours or months." In other words, you can keep K200 at normal temperatures for two or three weeks with no problems whatsoever. It's not a matter of the stuff going bad in a couple of days out of the icebox. Use common sense, however; don't bake the stuff in a hot car trunk for a week at the beach, either. Heating speeds up the aging, as refrigeration slows it. All K200 available today is Professional film and there are no immediate plans to release it as an amateur film at lower cost.

Kodachrome 200 is a valuable new tool for our railfan photography. It is compatible with K64 in slide shows and gives the extra speed needed to do good work with telephoto lenses and on grubby days. I do not feel, however, that it is the universal substitute for Kodachrome 64 in everyday railfan photography—though I would use it without hesitation at any time if K64 was not available.

KODACHROME 64 J M BOYD

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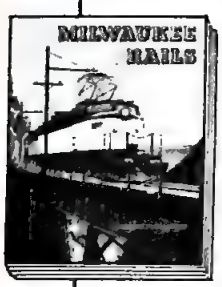

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Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

NORFOLK SOUTHERN, 1987 Excursion Season. The following listings indicate: **Date,** locomotive, route and (sponsoring organization). See listings at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. Locomotive 1218 is N&W Class A 2-6-6-4 and "diesels" are SR green and gold FP7s or other diesel power. N&W 4-8-4 611 is out of service after August 15 for its 5-year boiler inspection.

September 12-13, 1218 Cincinnati-Danville, Ky., and return each day (CRC); **September 19-20,** 1218 Lexington, Ky.-Chattanooga, two-day round trip (BGM); **September 26,** diesels Huntsville, Al.,-Chattanooga and return (NARM).

October 10, FP7s Hagerstown, Md.-Luray, Va., and return (WC); **October 10-11,** 1218 Birmingham-Chattanooga and return each day (HOD); **October 17-18,** 1218 Chattanooga-Crossville, Tenn., and return each day (TVRM); **October 17,** FP7s Roanoke-Abingdon, Va., and return (RCN); **October 18,** FP7s Roanoke-Appomattox, Va., and return (RCN); **October 24-25,** diesels Chattanooga-Crossville and return each day (TVRM); **October 24,** FP7s Asheville-Hickory, N.C., and return (ASHV); **October 25,** FP7s Asheville-Bull's Gap, Tenn., and return (ASHV).

October 31 and November 8, 1218 Atlanta-Toccoa, Ga., and return each day (ACN); **November 1 and 7,** 1218 Atlanta-Chattanooga and return each day (ACN); **November 14, 15, 21 and 22,** 1218 Jacksonville, Fla.-Valdosta, Ga., and return each day (NFC).

The sponsoring organizations are: (ACN) Atlanta Chapter NRHS, P.O. Box 81592, Atlanta, GA 30366; (RCN) Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032; (BGM) Bluegrass Railroad Museum, P.O. Box 1711, Lexington, KY 40592; (CRC) Cincinnati Railroad Club, P.O. Box 15157, Cincinnati, OH 45250-0157; (NARM) North Alabama R.R. Museum, P.O. Box 4163, Huntsville, AL 35815; (WC) Winchester Chapter NRHS, 29 Whites Place, Winchester, VA 22601; (HOD) Heart of Dixie Chapter NRHS, P.O. Box 254, Birmingham, AL 35201; (TVRM) Tennessee Valley Railroad Museum, 4119 Cromwell Road, Chattanooga, TN 37421; (ASHV) Asheville Chapter NRHS, c/o Antique Train & Toy Co., 640 Merrimon Ave., Asheville, NC 28804; (NFC) North Florida Chapter NRHS, P.O. Box 16493, Jacksonville, FL 32245-6493.

READING, PENNSYLVANIA, 1987 Season. Blue Mountain & Reading off-line excursions on Conrail are planned on the following dates. All trains originate from BM&R Temple, Pa., depot on the north side of Reading. Locomotives are: 2102, Reading 4-8-4; 425, BM&R ex-GM&N 4-6-2; 5513, Rdg. GP30; 5308, Rdg. C630; E8s, PRR Tuscan E8s.

August 30, 2102 and 5513 to Jim Thorpe.
September 12, 2102 and 425 to Harrisburg.
September 13, 2102 or 425 to Philadelphia.
September 26, 2102 and E8s at Hoboken Festival.
September 27, 2102 Hoboken-Port Jervis.
October 10, Railfan Weekend on BM&R.
October 11, 5308 and 5513 to Tamaqua.
October 18, 2102 and 5513 to Jim Thorpe.
November 1, E8s over Horseshoe Curve to Gallitzen.
December 5 and 12, 2102 or 425 to Philadelphia.

For full details contact: Blue Mountain & Reading, Off-Line Trips, P.O. Box 425, Hamburg, PA 19526; 215/562-4083.

NICKEL PLATE 2-8-4 765, 1987 Season. NKP 2-8-4 is scheduled to be operated on the following dates and routes by the Ft. Wayne Railroad Historical Society. The following listings indicate **date,** route and (sponsor.) See listing at end

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September 12-13, Fort Wayne to Peru, Ind., and return each day (FWRH). **September 19,** Orrville, Ohio, to Pittsburgh, Pa., and return (ORHC); **September 26,** Orrville to Bellevue, Ohio, and return (ORHC); **September 27,** Orrville to Vermillion, Ohio and return (ORHC); **October 4,** White Sulphur Springs, W.Va., to Covington, Va., 6pm departure (private), **October 8,** Clifton Forge to White Sulphur Springs (private); **October 11-12, 18-19,** Huntington to Hinton, W.Va., and return each day (CPH); **October 24-25,** Richmond to Clifton Forge via Rivanna and James River Sub with return through Charlottesville each day (ODC); **October 31-November 1,** Spartanburg, S.C., to Erwin, Tenn., and return each day (GCH).

The sponsoring organizations are: (FWRH) Fort Wayne Railroad Historical Society, P.O. Box 11017, Fort Wayne, IN 46855; (ORHC) Orrville Railroad Heritage Committee, P.O. Box 11, Orrville, OH 44667, (CPH) Collis P. Huntington Chapter NRHS, P.O. Box 271, Huntington, WV 25707, (ODC) Old Dominion Chapter NRHS, P.O. 8583, Richmond, VA 23226; (GCH) Greenville Chapter NRHS, P.O. Box 5481, Greenville, SC 29606.

ILLINOIS RAILWAY MUSEUM, Union, Illinois, special events for 1987: **September 5-7,** Railfan Weekend, includes Jim Boyd night photo session Saturday (diesels) and Sunday (steam); **September 26-27,** Members Weekend. Contact: Illinois Railway Museum, P.O. Box 431, Union, IL 60180; 815/923-2488 or 312/262-2266.

MYSTIC VALLEY RAILWAY SOCIETY excursions for 1987. All trips leave Boston and prices vary. Contact: Mystic Valley Railway Society, Inc., P.O. Box 486, Hyde Park, MA 02136-0488; 617/361-4445.

September 5-7, Niagara Falls Special; **September 19-20,** Boston to Bellows Falls including GMRR trip (overnight). **October 4,** Cape Cod Round-Up, includes trip on Cape Cod & Hyannis. **October 10-12,** Foliage Holiday, visit Berkshire Scenic Ry., Delaware & Ulster and Lake George. **October 18,** Autumn Shoreliner, Amtrak to Old Saybrook, Conn., ride Valley Railroad to Essex and beyond.

BELLOWS FALLS, VERMONT, September 6. F. Nelson Blount Memorial Train to honor the GMRR founder. 68-mile round trip between Bellows Falls and Summit, Vt., using RS1. Limited capacity, order early. $21 adult, $18 child (5-12). Contact (LSSAE, please): Green Mountain Railroad, P.O. Box 498S, Bellows Falls, VT 05101; 802/463-3069.

HONESDALE, PENNSYLVANIA, Excursions on the "Stourbridge Line," Honesdale to Lackawaxen, Pa., and return, using BL2 54 and open window coaches. Listings show departure times from Honesdale: **September 12,** 12 noon; **September 26,** 9:30am and 2.30pm; **September 27,** 1pm. **October 3-4, 10-11, 17-18,** 9:30am and 2:30pm. Contact: Wayne County Chamber of Commerce, 742 Main Street, Honesdale, PA 18431; 717/253-1960.

CASS, WEST VIRGINIA, September 12. Mountain State Railroad & Logging Historical Association Annual Charter Rail Excursion on the Cass Scenic Railroad. Logging era will be brought back to life, consists will only be cabosses and logging equipment. To enhance atmosphere, MSR&LHA will insist on 1920s era clothing for participants. Capacity limited to 50, tickets $52.50 each. Contact MSR&LHA c/o Richard Sparks, 7005 Davis Street, Alexandria, VA 22306.

SNOQUALMIE, WASHINGTON, September 12-13. Puget Sound Railway Historical Association's 30th Anniversary. See steam, diesel and electric railway equipment in operation. Possible doubleheader of Mallet No.11 and Mikado No.70. Contact (SSAE please): PSRHA 30th Anniversary, P.O. Box 459, Snoqualmie, WA 98065.

GRAFTON, WEST VIRGINIA, September 12-13. The West Virginia Railroad Heritage Festival will include photo contests, model trains, etc., and feature two excursions: September 12, Grafton to Cowan, and September 13, Grafton to Cumberland, Md. Tickets $40, VIP $75. Contact: West Virginia Railroad Heritage Festival, P.O. Box 66, Grafton, WV 26354; 304/265-1957 or 304/265-3938.

VANCOUVER, BRITISH COLUMBIA, September 13-19. Seven-day railfan special Budd car tour of the entire British Columbia Railway. Over 2400 miles on the only railroad that operates steam, diesel and electrics—all of which you will see, fully escorted. $475 includes charter train, hotels and

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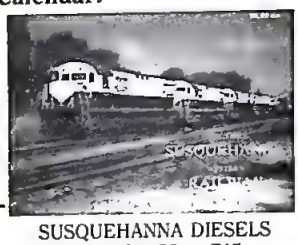

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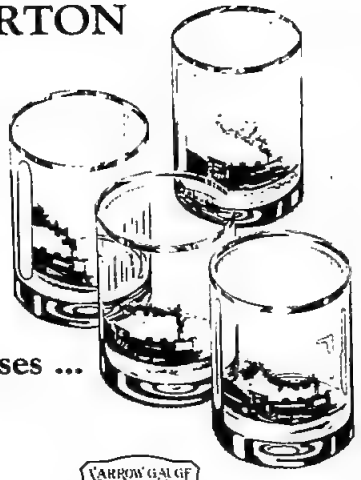

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DENVER, COLORADO, September 18. Private car excursion aboard the *California* and/or the *Silver Sky* via Moffat Tunnel Route between Denver and Salt Lake City coupled behind Amtrak's *California Zephyr*. Prices range from $150 to $250 per person. Contact: Intermountain Chapter NRHS, System Passenger Agent, P.O. Box 5181, Terminal Annex, Denver, CO 80217, or Colorado Midland Chapter NRHS, Passenger Agent, P.O. Box 824, Colorado Springs, CO 80901.

COLORADO SPRINGS, COLORADO, September 19. 120-mile round trip on Cadillac & Lake City's ex-RI trackage between Falcon and Limon, Colo. $29 includes hot lunch and many photo runbys. Consist will be former BN, D&RGW and NYC equipment. Contact (SASE please): Rocky Mountain Railroad Club, Dept.P, P.O. Box 2391, Denver, CO 80201.

NORTH CONWAY, NEW HAMPSHIRE, September 19. Railfan Day at Conway Scenic Railroad with doubleheaders, passenger, freight and mixed consists with steam and diesel power including B&M F7. Extra train to Intervale. Model railroad open house, flea market, handcar rides and slide/movie program. All-day train riding pass $10, admission to grounds free. Contact (SSAE, please): Conway Scenic Railroad, P.O. Box 947F, North Conway, NH 03860; 603/356-5251.

WHEELING, WEST VIRGINIA, September 24-27. Eighth Annual B&OHS Convention at the Mclure House. Full weekend of activities, tour B&O facilities, banquet, photo contest and more. Contact: B&OHS, P.O. Box 13578, Baltimore, MD 21203-3578; 301-225-4550 (days.)

LIMA, OHIO, September 25-27. Affiliation for B&O System Historical Research 1987 Convention held in cooperation with Lima's "Train Town" downtown redevelopement center. Author of "The History of the B&O Railroad," John F. Stover, will speak at Saturday night dinner. Open to all railfans. Contact: AB&OSHR c/o John G. King, 1510 Boulevard Drive, Belpre, OH 45714.

SADDLE BROOK, NEW JERSEY, September 25-27. Erie Lackawanna Historical Society's annual meeting sponsored by Tri-State NRHS and Carstens Publications at the Treadway Saddle Brook Hotel overlooking Passaic Junction. Many events planned including slide and movie presentations, Hoboken festival, free train rides, tour of Hoboken by boat, banquet, breakfast buffets and more. Contact: Larry DeYoung, ELHS, 337 South Devon Ave., Wayne, PA 19087.

PARSONS, KANSAS, September 25-26. Katy Railroad Historical Society Fall Meet. Registration begins 5pm Friday at Parsonian Hotel. Tour of Katy diesel shop Saturday. Contact: Don Banwart, 2210 S. Main St., Fort Scott, KS 66701; 316/223-5190.

LOS ANGELES, CALIFORNIA, October 2-14. Private car trip aboard the *Colonial Crafts* to AAPRCO 1987 Convention in Pittsburg, October 2-6, via Salt Lake, Denver and Chicago on *Southwest Limited* and *Broadway*. Return October 11-14 via *Broadway*, CZ and *Desert Wind*. Back in time for the Association of Railway Museums Convention in Los Angeles. Price $1125 one way, $2150 round trip. Contact: Rod and Ellen Fishburn, 329C Grandview Avenue, Pittsburgh, PA 15211.

DENVER, COLORADO, October 3. Union Pacific 4-8-4 8444 to run Denver to Laramie. All tickets sold out.

OTTAWA, ONTARIO, October 4. "Ottawa Valley Autumn Steam Spectacular" between Ottawa and Pembroke on freight-only trackage behind ex-CPR 4-6-2 1201. Leave Ottawa 8am. Tickets $50 (Canadian) Contact (SASE please). Bytown Railway Society, P.O. Box 141, Station A, Ottawa, Ont. Canada, K1N 8V1.

WHIPPANY, NEW JERSEY, October 10. Railroad Festival '87 at the Whippany Railroad Museum, Route 10 & Whippany Road, 11:30am-4:30pm, rain or shine. See M&E Alcos and rolling stock, NJ Transit and Conrail equipment and an "Operation Lifesaver" presentation. O. Winston Link will be on hand to autograph new book. Contact: Whippany Railroad Museum, P.O. Box 16, Whippany, NJ 07981.

HAGERSTOWN, MARYLAND, October 10. "Autumn Leaf Special" with SR FP7s on Norfolk Southern's beautiful Shenandoah Division from Hagerstown to Luray, Va., and visit the 18th Annual Page County Heritage Festival. Contact (SASE please): Winchester Chapter NRHS, 29 Whites Place, Winchester, VA 22601; 703/662-8964

ROCKHILL FURNACE, PENNSYLVANIA, October 10-11. East Broad Top Fall Spectacular. Steam locomotives and gas electric will run as well as Shade Gap Electric Railway trolley. Shop tours available. Passenger and freight will operate both days; special night train Saturday only. Contact: East Broad Top Railroad, Rockhill Furnace, PA 17249; 814/447-3011.

RIVERSIDE, CALIFORNIA, October 16-19. 27th Annual Association of Railway Museums Convention is offering activities ranging from a Santa Fe shop tour to tramways, trolleys and museum related items. Many buffet meals are also planned. Contact: ARM Convention, P.O. Box 2858, Riverside, CA 92516.

PERRIS, CALIFORNIA, October 24-25. Orange Empire Railway Museum "Fall Rail Festival." Steam, diesel and trolleys will operate 9am to 5pm both days. Adults $5, children 6-11 $3, under 5 free. Contact: Orange Empire Railway Museum, 2201 South A Street, P.O. Box 548, Perris, CA 92370; 714/657-2605.

INDIANAPOLIS, INDIANA, October 24-25. Annual meeting of the Monon Railroad Historical-Technical Society at the Holiday Inn, Union Station. Saturday 9am-10pm, Sunday 9am-5pm. Admission both days $5, Sunday only $3. Activities include field trips, banquet, slide shows and more. Contact: E.J. Lewnard, 410 S. Emerson Street, Mt. Prospect, IL 60056; 312/255-9264.

ESSEX, CONNECTICUT, November 7. Connecticut Valley Railroad Museum Railfan Day. Freight, passenger and mixed trains, equipment on display and railroadiana meet. All day tickets $20 ($24 after October 1), under 12 half price. Rails After Dark night photo session, $10. Contact: CVRM, P.O. Box 97, Essex, CT 06426; 203/767-0494.

INTERNATIONAL TOURS

SOUTH AFRICA & ZIMBABWE, October 5 and November 2 departures only. Three week rail riding and photographic tour with considerable stretches behind regularly scheduled steam including Bulawayo, Victoria Falls and Cape Town using the *Blue Train*. Visits to various steam depots. Hotels, most major meals, combined land and air from New York, $3360 per person. Contact: Overseas Railway Tours, 8027 Leesburg Pike, Vienna, VA 22180.

NEW ZEALAND, November 21-December 5. New Zealand Railfan Tour departs Christchurch on November 21 and finishes in Auckland on December 5 with transportation by rail, bus and ferry. Steam specials include 4-8-2, 4-6-2 and Rogers 1879 2-4-2. Price is $1235 double occupancy; $1620 single. Optional excursion November 17-21 to west coast of

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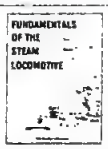

Fundamentals Of The Steam Locomotive First published in 1949. Illustrations of components and early locomotives and information on erecting the locomotive. $6.50 each.

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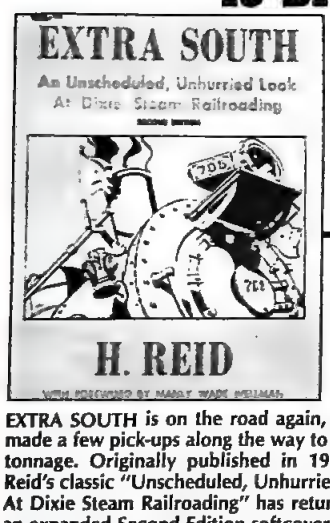

EXTRA SOUTH is on the road again, having made a few pick-ups along the way to fill out tonnage. Originally published in 1964, H. Reid's classic "Unscheduled, Unhurried Look At Dixie Steam Railroading" has returned in an expanded Second Edition softcover. All of Reid's original material is included, and he and editor John Krause have added over 45 new photos and expanded text. Come on board EXTRA SOUTH as master story-teller H. Reid remembers the narrow gauge Tweetsie, Norfolk Southern 2-8-4s, the Sumter & Choctaw, the "Wreck of Old 97," N&W 4-8-0s on "The Huckleberry," and much more.

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Railroadiana

What's new?

Last month we reviewed Joseph Shine's book *SPSF Motive Power 1986*, and David Lustig commented the SPSF stood for "shouldn't paint so fast." Considering the book, it also seems that "shouldn't print so fast" may also be apropos.

We just got a look at an unbound copy of Preston Cook's *Erie Lackawanna Memories*, and it is everything we expected. In 128 pages there are 150 full color photos of the EL from 1971 to 1976 with a section covering the North Jersey suburban electric operations up until 1984. Also included are many superb night photos, most around the Marion, Ohio, area and inside the Hornell, N.Y., shop. This book measures 8½"×11" vertical format, and the photos are magnificently reproduced on coated paper. It will be available by the time you read this at $35.95, plus $2.50 postage and handling from Old Line Graphics, 1604 Woodwell Road, Suite 102, Silver Spring, MD 20906.

For those who enjoyed the stack-train coverage in the May and July 1987 issues, *Susquehanna, From Shortlines to Stackpacks* by Ken Karlewicz and Scott Hartley will also be available by the time you read this. This 104-page, perfect bound, 8½"×11" horizontal softcover contains 160 color and 100 black & white photos covering the history of the Susquehanna since the Delaware Otsego takeover. The reproduction is very good on coated paper. The price is $23.95 postpaid from the Railpace Company, P.O. Box 927, Piscataway, NJ 08854.

The Complete Steam Locomotive Companion by Fletcher Cox. is a delightful basic introduction to steam locomotives and railfanning them today. This 8½"×11" horizontal softcover, illustrated with b&w photos and attractive line drawings, shows how steam engines work and how they developed from the earliest types to the huge Union Pacific Big Boys. It does not go into extreme detail but is intended to be a guide for "romantics who want to know more—but not too much more." It describes wheel arrangements, gives a chronology of technological developments and has a rudimentary glossary along with photos of some of the engines around today and even gets into railfan photography and photo line etiquette. This 28-page work sells for $7.95 and is available at many tourist railroads and gift shops or from Thoughts in Focus, P.O. Box 2156, Alexandria, VA 22301.

Calendar Call

Two full color 1988 calendars have been released by Audio-Visual Designs. Their "1988 New York Central Color Calendar" has 13 views of steam and diesel including scenes of a J1 Hudson at Harmon, a K11 Pacific on a passenger train, a J2 Hudson on the Boston & Albany and a Niagara in action. For the diesel fans there are Alco lashups, Baldwin Sharks, an A-B F3 set on a freight, switchers, electrics and more. It winds up with the *Hickory Creek* observation car on the back cover. The printing quality and photo reproduction are very good, though on some of the originals the color had obviously shifted a bit, but not enough to hinder the overall impact. This calendar is in 11"×17" spiral-bound, foldout format with NYC artwork decoration and a date block big enough for memos.

Audio-Visual's "1988 All Color Railroad Calendar" is in a similar 11"×17" spiral-bound, foldout format with excellent reproduction and a nice mix of contemporary and vintage scenes including a breathtaking Ken Karlewicz photo of a Susquehanna stack-train crossing the former-Erie Mill Rift bridge with three matched yellow Alcos in the lead. There is also a Milwaukee Road *Hiawatha* Atlantic at Madison, a set of Utah

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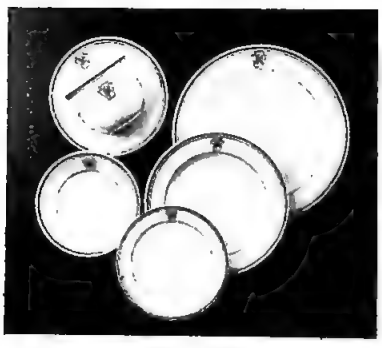

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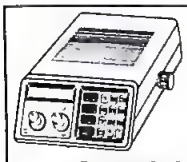

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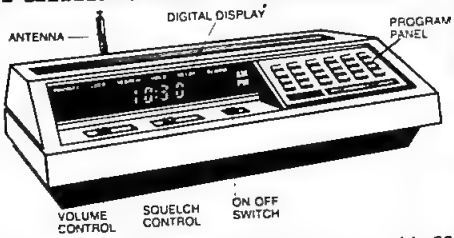

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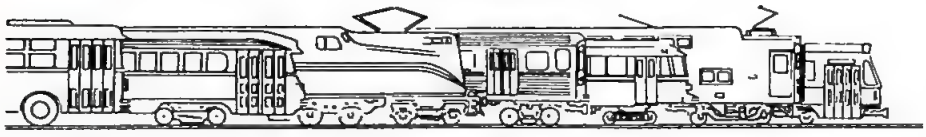

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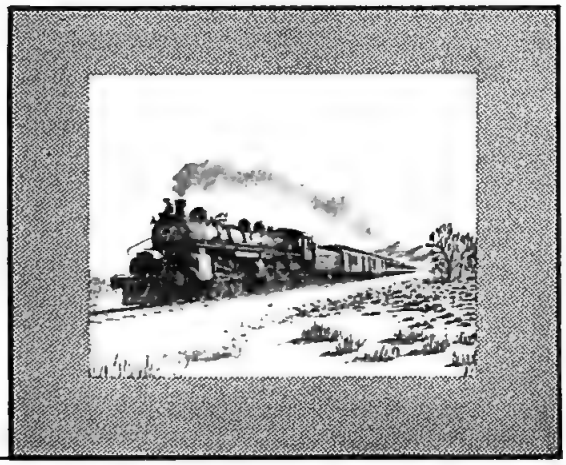

Railway RSD4s, Central Vermont 2-10-4 707 in the snow, Western Pacific F-units with the *California Zephyr* at Oakland Pier, Metro-North FL9s, the P&LE commuter train, a Maine Central 2-8-0, a Kodachrome SD45 at Tehachapi Loop, a CNJ Pacific, Conrail freights on Rockville Bridge and the Durango engine terminal in 1967. Both calendars sell for $6.75 each and are available from Audio-Visual Designs, P.O. Box 24, Earlton, NY 12058-0024.

In the spirit of the N&W 1218 which is visiting their area this summer, the Potomac Chapter NRHS features a beautiful color shot of the 1238 at Petersburg, Va., in 1959 on the cover of their 1988 calendar. This is just the beginning; inside are a 1951 view of a Reading Mack doodlebug, PRR Atlantic 7002 and 4-4-0 1223 crossing an arch bridge, a big UP gas turbine, Rock Island's Aerotrain, Gettysburg's ex-CN 2-8-2 on a freight, a perfect A-B-B-A view of the Seaboard System Fs, green BCR M630 and SD40-2, Reading RDCs, fireworks over a Conrail tower in Washington, L&N 4-6-2 152, a Central California Traction Geep and an Amtrak AEM7. All are nicely lit and handsomely reproduced in full color. The 11″×17″ foldout calendar sells for $6.50 postpaid from the Potomac Chapter NRHS, P.O. Box 235C, Kensington, MD 20895.

Traction Publications by Joe L. Diaz

RAILROAD WITH THREE GAUGES: THE CINCINNATI, GEORGETOWN & PORTSMOUTH R.R. AND FELICITY & BETHEL R.R., by David McNeil, is a 576-page 8½″×11″ perfect bound, softcover book. The amount of material herein is awesome and certainly interesting, including material on the Interurban Railway & Terminal Co. and the Ohio River & Columbus R.R.

The story begins with the Cincinnati & Portsmouth Railroad organized in 1873 as a narrow gauge steam road: a modest beginning for a future network of railways employing three gauges, steam, electric, interurban and streetcar operations. There are over 400 photographs, numerous pages of maps, many track diagrams, equipment drawings, tickets and a large selection of timetables. The photo reproduction is only fair, sometimes even poor, but many scenes of early equipment and operations are quite good. The author has carried the story through to the final day and abandonment, with the last chapter being titled "Traces of the Railroad in 1986, A Self-Guided Tour."

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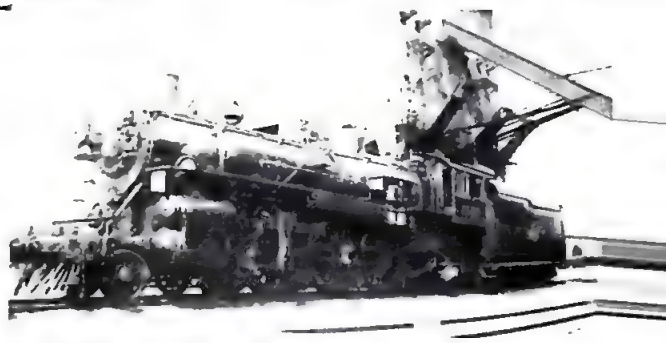

Shot in and around Chicago & North Western Railway's Galena Division Shops in 1948, the video follows a Class E 4-6-2 Pacific type steam locomotive as she is prepared for service. We see how to properly build and maintain a coal fire and avoid excessive smoke. Safety inspections, the taking of coal and water and other subjects are all shown. Titles along the way help explain what is being done and why. The video also includes a spectacular series of scenes outside of the C&NW Chicago Passenger Terminal where we watch numerous steam hauld trains arrive and depart. This video is a must for any steam locomotive enthusiast.

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THE DETROIT, MONROE & TOLEDO SHORT LINE RAILWAY, by Wilbur E. Hague and Kirk F. Hise is an 80-page, 8½"×11" softcover detailing that important Detroit area link with the electric interurban network. The authors have done an expert job of research into the history of this long-gone carrier, abandoned in 1932. With over 100 interesting and very well-reproduced photos, some from the earliest construction, the reader can follow this line's history through the growth of business, its problems and competition and eventual decline. The text is well written with many details and interesting stories accompanied by a route map with several detailed diagrams of terminals and interchange points. A detailed equipment roster, timetable and ticket reproductions and a bibliography are included. This is a very interesting, modestly priced book available for $10.00 postpaid from Harold E. Cox, 80 Virginia Terrace, Forty Fort, PA 18704.

Book Reviews

North American Hudsons, by Lloyd E. Stagner, edited by James J. Reisdorff. Published by South Platte Press, Box 163, David City, NE 68632. 108 8½"×11" pages, softcover, $22.00 postpaid.

The 4-6-4s were an important part of American railroading up until the very end of steam. This book tells their story with a chapter dedicated to each railroad that owned them, followed by a tabular version in three final chapters. That includes the New York Central with 255 to the Illinois Central which claimed only one. Each chapter is similar in format, with a discussion of the basic operation of each railroad including the hows and whys of the previous power used followed by the series of events leading up to, and the purchase of, the Hudson type locomotive. Of course, the life and times of the Hudson on each railroad is followed in good detail, including performances, comparisons and the problems that would develop in certain situations up until their disposition. Without becoming dry reading, the text describes many of the "nuts and bolts" charac-

new COLORADO RAIL ANNUAL *no. 17*

Rock Island - Tennessee Pass - Ft. Collins Trolleys

Three aspects of Colorado railroad history are presented in Annual No. 17, all featuring carefully researched text and many photos, along with 14 full color plates, timetables, maps and other illustrations. **ROCKETING TO THE ROCKIES** by Michael Doty and E.M. "Mel" McFarland is a detailed history of a century of Rock Island operations in Colorado, from construction to modern times. Over 100 photos enhance the text along with track maps and timetables plus color advertising reproductions and two Fogg paintings. The colorful era of the Rocket trains is featured. **TENNESSEE PASS** by Robert A. LeMassena examines the more than 100 years in which Rio Grande trains have struggled to crest the continental divide on Tennessee Pass, from the first narrow gauge line to today's mainline Royal Gorge Route. Fully 100 illustrations support the fine text; profiles, tonnage ratings, location maps, employee timetables and a superb selection of photos, most previously unpublished. **FORT COLLINS TROLLEYS** combines a reprint of the text of the classic Ft. Collins history "Last of the Birneys" by Ernest Peyton and R.A. Moorman with a fine group of photos from early operations to abandonment and rebirth in the 1980s. The story of the line's restoration is told in new text by Al Kilminster. Color dust jacket by Howard Fogg, 225 pages, hundreds of photos and illustrations. Hardbound, **$35.95** ppd.

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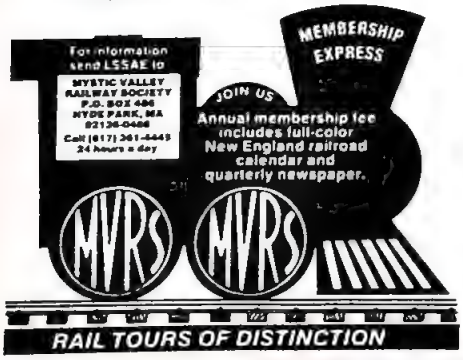

teristics complimented by many photographs, almost always showing examples of each variation discussed.

Everyone involved with this book should be commended. The text in this sort of project can get boring very easily, but that did not happen here. Each chapter is a self-contained piece, and you can digest the book one chapter at a time. There is a good selection of photos with a pleasing mix of roster and action views and very good reproduction on heavy paper. The only real difficulty encountered was that the photos of specific engines or variations were not always where the discussion about them was in the text. This is, however, a fine and interesting book that will be an enduring research tool—M.D.

We'd like you to meet...

Max R. Wallace

"If the love of trains is instilled at birth, then I was one of the lucky individuals so blessed," says Max Wallace of Jacksonville, Florida, author of the article in this issue on the Florida Central. His parents say that at age 3 Max was already pestering them to let him watch the ACL 0-6-0 working the coal yard in downtown St. Petersburg in 1953. His actual railfanning began in 1962 with a Kodak Brownie and lots of begging to be taken around to the local railroad yards.

After high school, Max received a degree in electro-mechanical drafting from Pinellas Vocational Technical Institute and entered the Space Age as a draftsman for ABA Industries working on tracking systems for NASA rockets. His interest in railfanning was renewed in 1975 when SP 4449 headed south with the Freedom Train and Max sparked enough local interest in 1976 to form a committee to bring the train to St. Pete for a six-day stay.

Railfanning was set aside as Max returned to night school while still working full time and received a bachelor of arts in business from Eckerd College and an MBA from Central Michigan University. He met Donna Carpenter at CMU, and they were married in November 1984 when Max moved to Jacksonville, where he worked as the engineer for a large office building before recently becoming a project manager for Kent Construction Company. Max joined the North Florida Chapter NRHS in 1986 and worked several NS steam excursions; as the chapter VP of Publications, he is working on their first railroad calendar which will be out this fall. Max (that's his full name, incidentally; it's not "short" for anything) presently uses a Nikon FA and F3 and has his own darkroom in his home along the old ACL main line on the south side of Jacksonville.

When Max married Donna he got something more than he bargained for: her father, Leroy Carpenter. A retired postman and former Marine sergeant, Roy took an immediate interest in his son-in-law's railfanning. They have since made quite a number of trips together chasing the N&W engines, the K4 (one of Roy's photos was used in R&R's K4 coverage) and the Blue Mountain & Reading, and Roy works as a car host on the NRHS trips out of Jacksonville (put him in a uniform, and Roy looks like he spent a lifetime lifting tickets on the *Meteor*). While the "boys" are out with their trains, Donna and her mother hit the local antique shows—though Donna has enjoyed quite a number of railfan trips, including a ride behind UP 4-6-6-4 3985. She also patiently endured the rains on the several weekends they were working up the coverage on the Florida Central.

FROM THE POTOMAC CHAPTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY

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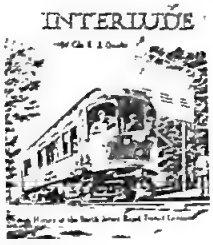

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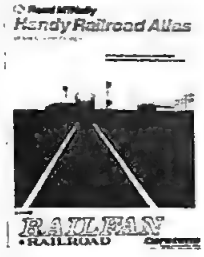

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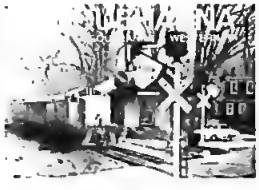

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Transit Currents

Pittsburgh Opens New

Free rides started off the opening of Port Authority Transit's newest addition to its light rail system in Pittsburgh in late May 1987. Festivities got under way when Hattie Bartosik, the senior operator on the system, drove one of the new light rail cars through a banner at the Castle Shannon station. Ms. Bartosik, 64, has been operating Pittsburgh trolleys since October 1944; she delayed her retirement to drive the symbolic first car over the 10.5-mile line. It was a "T" (that's what they call the new light rail line) *rrific* occasion. Buttons, balloons, litter bags, miniature Frisbees and signs that carry PAT's logo for the system were just part of the paraphernalia that greeted the people at the five ceremonial events held at the stations in Castle Shannon, Mount Lebanon, Dormont, Fallowfield (Beechview) and South Hills Junction. There was a caravan of three light rail vehicles; the first (sporting a Faiveley pantograph for the occasion) was one of the great 1925 vintage, traction orange, low-floor cars brought in for the occasion from the Arden Trolley Museum. The second was a 1940s vintage PCC which was painted in the original colors of the old Pittsburgh Railway Company. Finally, there was a PCC that had been rehabilitated and painted in the same colors as the new 84-foot-long LRVs.

PAT is now using color coding for its rail system. The Red Line is the new portion of the T, which services passengers via Beechview. Timetables are red and numbered 42 Mount Lebanon and 42S South Hills Village via Beechview. This line will be served exclusively by the new light rail vehicles. The Blue Line is the Overbrook-Library Line. Timetables for this service will be blue and numbered 47 Shannon via Overbrook, 47D Drake, 47L Library and 47S South Hills Village. The long-awaited South Hills Red Line opened after three years of construction plus an additional delay of six months for replacement of defective contact wire in the catenary system.

The first day of regular service, May 26, saw free rides inbound for all passengers until noon. But regular service doesn't mean that all the rail work is finished. The Allentown Line, Route 52, over Arlington Avenue and Warrington Avenue, which runs up over Mt. Washington rather than through the tunnel, is closed for repairs. Arlington Avenue is being rebuilt, and as part of the task the Allentown line, originally single track, is being double tracked. Another part of the line also remains to be opened in downtown Pittsburgh. This is the downtown tunnel under the U.S. Steel Building to the old Pennsylvania Railroad Station. It is expected that limited service to Penn Station will start in the fall of 1987. The bypass through Allentown will not be completed until about 1990.

Still another project is to rebuild the remaining twelve miles of the Blue Line discussed above. This line suffered from mudslides during recent heavy rains and caused the unofficial opening of the new Red Line while Blue Line track was cleared and stabilized. The project is expected to be a lengthy one. Thanks to Jim Cerny, Brent Samay and Bryant Schmude for the information.

Twin Cities traction action?

One of our contributors from the Lake Wobegon region, George K. Issacs, has been named a member of the Regional Transit Board in the Twin Cities of Minnesota. Now that a state moratorium has been lifted, George sends word that the move toward light rail transit is an important issue once again. The problem now is to decide which line to move ahead on. Hennepin County officials are serious about a light rail line to the southwest suburbs, because the county owns 23 miles of former railroad right-of-way from downtown Minneapolis to Victoria. There is a question whether that southwestern suburban line corridor is the best place to start a light rail system. Studies have suggested that there is greater need for light rail capacity along University Avenue or in the Interstate 35W corridor in South Minneapolis. It will probably take six months or a year of study to figure out the best corridor in which to begin.

The Oldest Trolley System?

The oldest continuously-operating streetcar line in the world, insofar as I have been able to discover, is the St. Charles line in New Orleans. Beginning in 1835, the line has been powered by horses, mules, steam traction and electricity. Harvey Hylton from Dayton, Ohio, raises an interesting point, however, that electric streetcar service in Dayton started on August 8, 1888. At that time the newly-constructed "White Line Railway" began operations on North Main Street, through the downtown part of Dayton and out to the west side. This line, according to Harv, was never operated before by animal or steam power. Originally, in 1888, it used a Van DePoele system. The electric trackless trolley system now operated in Dayton is a direct descendant from the original White Line. Thus Harvey and his compatriots at the Dayton Railway Historical Society feel that Dayton has the record for the longest continuously-operating trolley system in the U.S.A.

That is sure to stir some interest among transit historians, and especially among purists. That's good. Leo Daft, Frank Sprague, Charles Van DePoele, Bentley & Knight and many others all contributed to the develop-

PLEASE SEND traction news and correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 809 E. 9th St., Bloomington, IN 47405.

ight Rail Line

ment of electric traction. There is nothing wrong with making sure everybody gets the credit that he deserves. It is also important that particular lines get the necessary credit. Does anyone wish to challenge Harvey Hylton and the folks from Dayton?

Los Angeles Metrorail Problems

Construction of the new heavy rail rapid transit system in Los Angeles has begun, but the controversy over the line continues. The current upset concerns a U.S. Congressional ban on tunneling under Wilshire Boulevard through westside areas of underground methane gas in the vicinity of MacArthur Park and Fairfax Avenue. The Southern California Rapid Transit District board wants to use an elevated structure through the methane gas area. Unfortunately, there are opponents who don't want either a subway or an elevated in the area.

There are other areas of contention along Vermont Avenue and Hollywood Boulevard, where the line will swing to the north and head out into the San Fernando Valley area. An elevated railway over Hollywood Boulevard was considered unacceptable, and it was suggested that the line be run a short distance to the south along Sunset Boulevard. However, a number of radio and television broadcasters along the strip on Sunset Boulevard are opposed because they feel passing trains could disrupt studio equipment.

In short, the Wilshire Boulevard right-of-way may have to be rethought because of the potential impasse in the methane gas area. The subway may have to run under Olympic or Pico Boulevards to the south of Wilshire.

There are no easy answers to the Los Angeles mobility situation. Population growth and the increasing demand for the use of automobiles is already well along and overwhelming the freeways and other streets. Even if the money could be found to build the $6-10 billion worth of emergency measures in an attempt to cure some of the worst problems, the relief would be short-lived. There is enormous opposition to any more freeway construction in an area that, while not densely populated, is pretty thoroughly covered with homes and businesses. The Century Freeway, which will contain the new east-west light rail line, may be the last freeway built in the Los Angeles area. In addition to the sheer expenditure of money, to construct the Century Freeway required the removal of 6,000 houses.

The stations on the Century Freeway rail line are (from the east): Studebaker Road, Lakewood Blvd., Long Beach Blvd., Willowbrook Ave., Avalon Blvd., Harbor Busway, Vermont Ave., Crenshaw Blvd., Hawthorne Blvd. and Aviation Blvd. The Long Beach-Los Angeles rail transit project will intersect with the Century Rail Line at Willowbrook Avenue. The 16.5-mile ride from Studebaker Road in Norwalk to Aviation Boulevard is estimated to take less than 30 minutes. Trains will run at six-minute headways during the rush period and on 12-15 minute headways off-peak. Each of the stations will have park-and-ride lots and drop-off areas, and the SCRTD and other bus systems will feed into the stations.

Utility reconstruction is well under way in downtown Los Angeles for the metrorail system, and a great deal of construction is going on at the south end of the Long Beach Line. The old Pacific Electric bridge over the Los Angeles River in Long Beach is being rebuilt; this is immediately next to the site of the car shops along the Long Beach Freeway. Along the private right-of-way in Long Beach there are some stations already under construction. Final alignment has not been selected for the downtown portion in Long Beach.

Thanks to Martin Gombert, Tom McGarry and Joel Lubenau for the information.

Flashes

From beautiful **SEATTLE**, Bill Stanley sends news that tunneling is about to begin for the downtown trolleybus tunnel. Eventually convertible to light rail, the tunnel should be open for service in 1990. Seattle has ordered a large number of dual-powered buses that may operate as diesels or as trolleybuses in the tunnel or on the trolleybus lines.

The **DUQUESNE HEIGHTS** Incline in Pittsburgh is celebrating its 110th birthday in 1987. The line struggles on, on a shoestring budget, and could certainly use your patronage. Every effort is made to cover the costs of the service with money from the farebox. The Duquesne Heights Civic Association persuaded Port Authority Transit to lease the incline to a nonprofit preservation society which operates it today. The Duquesne Heights Incline is about a mile further west along Carson Street from the PAT-operated Monongahela Incline at Station Square. Thanks to Jim Cerny for the news.

Scott Ness writes that progress on the new trolley service in **GALVESTON**, Texas, makes it appear as if the 4.4-mile long operation should be offering at least some service in the spring of 1988. Full service is expected in November 1988. Scott says the line is double tracked with turning loops at each end. The replicas of vintage streetcars will be diesel-powered. Exactly how this is to be handled is a matter of conjecture; apparently Galveston did not wish to spend the large sums of money necessary for electrification of the line, but did want a more authentic flavor than offered by the now-popular buses built to resemble old wooden streetcars.

The **DETROIT PEOPLEMOVER** will finally begin shuttling passengers around a three-mile circuit in downtown Detroit in the summer of 1987. The system opens after six years of controversy, many months of test runs and $200 million in construction costs, which is four times the original estimate. Some strong transit supporters fear that the peoplemover consumed so much money that it may foreclose any thought of near term construction of a light rail line in the Woodward corridor, a line expected to be more useful in rejuvenating downtown Detroit than the peoplemover by itself.

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A DIESEL INVADED On June 25, 1987, a runaway tractor trailer (with a gross vehicle weight of 80,000 pounds and a full load of potatoes) careened at speeds up to 80 m.p.h. 15 miles down Highway 160 into the middle of Durango and mashed into the side of the simmering Durango & Silverton Narrow Gauge 2-8-2 473 in the Durango engine terminal. The impact against the side of the cab moved the 76-ton Alco eight feet. Fortunately, the truck driver, Neal Fox of Colorado Springs, suffered only a broken leg and foot. Two D&SNG crew members, John Hood and Gilbert Sanchez, who were attending to the 473 before the first run of the day, managed to get out of the way of the truck, hearing the commotion of the it ramming through the dead-end "T-bone" intersection with Highway 550 and slamming up the dirt bank toward the railroad. Hood looked up and "saw the belly of this semi" coming at them. They jumped out of its path but could not avoid the deluge of spuds as the runaway broadsided the Mike. The truck had lost his brakes on Hesperus Hill when its engine stalled and would not restart. He had already bashed three vehicles in a used car lot a half mile west before bearing down on Durango. Luckily, Fox had a green light at U.S. 550 and had a clean shot to plow across an open lot, up an embankment, through a chain link fence and into the locomotive. A Colorado State Trooper estimated the truck was doing 70-to-80 miles per hour when it came through the traffic light. Larry Beame, the D&SNG roundhouse foreman, agrees that it must have been some ride: "There are a couple of curves up there that usually turn 'em over before they get this far."

The 473 fared pretty well. Although it took 2½ days to rerail, damage was limited to air and injector lines with a sizable amount of cab damage. Crews worked seven days a week on the 1923-built K-28 and lit the fire again on July 16. It was test run on July 17.

GENERAL ELECTRIC Two mysterious gray, white and red General Electric units (see page 2) showed up on Conrail in South Kearny, N.J., in early July and were observed making a number of trips on the hot *Orange Blossom Special* container trains. The 8512 and 8513 are part of a group of approximately 40 B39-8s that are to become the nucleus of a lease fleet for the Burlington Northern in an arrangement similar to that of the Oakway/EMD SD60s. Because of ongoing labor negotiations and arbitration, there are likely to be legal hurdles to be cleared before the locomotives go into BN service.

IOWA INTERSTATE Business has been booming on the Iowa Interstate Railroad, operator of 465 miles of the old Rock Island main line between Blue Island, Ill., and Council Bluffs, Iowa. Beginning with one crew in November 1984, they now dispatch about 18 crews a day. Motive power is mostly ex-ICG GP8s and GP10s, a few of which have been painted into the IAIS black, red and yellow (see January '86 R&R, page 2). They have recently added their first switcher to the fleet in the form of former-MP SW1200 1299, now IAIS 250 (see page 2), leased from Chrome Locomotive in Silvis. The MP 1299 has been reported as being Georgia Eastern 87, which was also at Silvis in similar colors, but that unit was former-Chemplex No.1. The IAIS 250 so far has been used on the Milan branch and in Blue Island yard.

EX-MILWAUKEE GEEP Carrying the "full crew cab" to an interesting extreme is the Habco Loram Geep 994, observed recently in Kansas City (page 4). Habco Loram is a track maintenance contractor, and their monster Geep is the result of the joining of ex-Milwaukee "GP20" 994 and the cab from scrapped Northern Missouri SW1200 No.1. Mid America Car Leasing of Kansas City added the switcher cab ahead of the Geep cab and relocated the control stand. Does this make it a "Sweep Cab" unit?

COLORADO & SOUTHERN In late 1986 the citizens of Central City, Colorado, "became outraged" when they learned that the Central City Opera House Association had sold their static display Colorado & Southern 2-8-0 No.71 to the Colorado Historical Society for $25,000 and that the engine was to be moved to Georgetown. The Gilpin County Historical Society stepped in, however, and bought back the locomotive with donated money. Three months and $200,000 later, C&S 71 made its first run for the public on July 4, 1987, on three-quarters of a mile of track newly laid on the right-of-way of the abandoned Colorado Central tourist railroad above Central City (most of the Colorado Central equipment had moved over to the Georgetown Loop). Plans are to re-lay an additional five miles of track to Black Hawk on the original switchback right-of-way. The 71 is a classic Colorado narrow gauge engine and is near enough to Denver and the Georgetown Loop to be accessible to tourists who cannot commit the time to visit Durango or Chama. It is hoped that the tourist dollars generated by the 71 can repay the town for its effort to retain its heritage.

MISSISSIPPIAN 2-8-0 In April 1986 the North Alabama Railroad Museum sold its famous ex-Mississippian 2-8-0 77 to Kenneth Riddle of Decatur, Alabama. The 1920 Baldwin 2-8-0, built for the Frisco, has been renumbered 9 and has been leased to the City of Huntsville Depot Board, which plans to run it on the former L&N/NC&StL line from Hunstville to Hobbs Island. Plans are to use former C&NW commuter cars which have not yet arrived.

SCENIC RAIL DINING With an inauguration of service planned for April 1988, a dinner train is being planned that will operate over the Wisconsin & Southern Railroad between Granville and Horicon, Wisconsin. To be known as "Scenic Rail Dining," the train will have a kitchen car, two dome lounges and two dome diners pulled by former Alaska Railroad E9s 2401 and 2402, already on the property and renumbered 10A and 10C respectively. The locomotives and train will be turned as a whole on a wye at each end of the route. On May 9, 1987, a test train was run over the planned route (see page 4) using the two E9s and the private car *North Star*. The diesels were purchased from the Alaska Railroad by Northern Rail Car. Scenic Rail Dining is being run by Bill Gardner and his wife, owners of NRC, who promise the most elegant dinner train anywhere.

A FRISCO MOUNTAIN In September 1985, a group of volunteers began restoration of Frisco 4-8-2 1522, a long-time resident of the National Museum of Transport in St. Louis. The work, on the museum grounds, has included new flues, superheaters and over 300 staybolts. The main axle boxes have been replaced, and the pilot and trailing trucks have been rebuilt. On July 16, 1987, the boiler underwent a static steam test. The volunteers have set up a non-profit corporation calling itself the St. Louis Steam Train Association. They are presently soliciting donations and looking for groups willing to sponsor excursions with the 4-8-2. Over 26,000 man-hours have been invested so far, and this promises to be a very popular locomotive once it returns to service.

NAPA VALLEY RAILROAD The new Napa Valley Railroad has taken over the SP's Napa Valley Branch from the interchange at Rocktram, Cal., 22.5 miles north to Krug, originally the interurban San Francisco, Napa & Calistoga Railway. The line is undergoing rehabilitation with an estimated start-up of revenue service in the spring of 1988. "Route of the Wine Train," emblazoned across their 44-tonner (page 4), refers to a planned dinner train. Also in the works is a wine tasting seminar train and possibly local coach service. Freight service should include inbound loads of newsprint and outbound loads of cased wine. The NVRR has acquired GE 44-tonner No.50, formerly Camino, Placerville & Lake Tahoe 102, and have applied a "tasteful" wine-colored paint scheme—TOM SAVIO.

CN 6060 UPDATE Rocky Mountain Railroad Society of Alberta has finally succeeded in paying off $151,000 in cost overruns associated with the restoration of Canadian National 4-8-2 6060 last year. RMRS is currently arranging for another $50,000 to be appropriated, which will allow work on the engine to be completed at the British Columbia Railway's North Vancouver Shop. The 6060 has been in North Vancouver since the closing of Steam Expo last June. Scheduled work on her has been delayed due to lack of funds.

The society hopes to acquire 13 single-level coaches and a HEP-equipped diesel from GO Transit to form the consist of the *Jasper-by-Daylight* train to operate between Jasper and Vancouver using the 6060. Due to equipment, insurance and sourcing problems, the society realistically expects it will be 1989 before full operation begins. There could be some trips in 1988 if the locomotive and equipment are available. It is hoped to steam 6060 back to Jasper late this summer, though much work remains to be done—GREG NAZAROW.

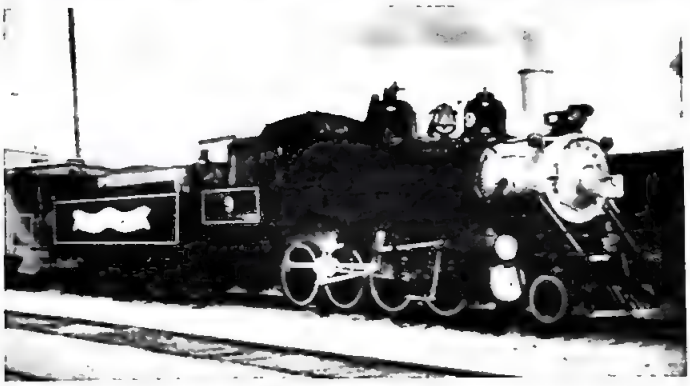
AP LASERPHOTO

A DIESEL INVADED the engine facility at Durango when a runaway tractor-trailer with a full load of spuds broadsided Durango & Silverton 2-8-2 473 on June 25. Two crew members managed to avoid the truck but could not avoid the rain of potatoes. Luckily, the truck driver suffered only a broken leg and foot.

DICK JENSEN'S PACIFIC 5629 was scrapped by Chicago's Metra after he ignored a court order to remove it from the Blue Island roundhouse. The GTW 4-6-2 was in her excursion service prime (below) at the C&WI's 47th street roundhouse in Chicago for an October 1966 fantrip to South Bend.

DON WIRTH

JIM BOYD



ROBERT ARMSTRONG

MISSISSIPPIAN 2-8-0 77, formerly with the Magnolia State Railway in Amory, Mississippi, has been leased by the City of Huntsville (Ala.) Depot Board and renumbered 9. It is seen on the Southern main line near the Huntsville depot on July 1, 1987.

A FRISCO MOUNTAIN is being restored by volunteers at the St. Louis Museum of Transportation. The 1522 is shown during a static steam test on July 16, 1987, and should be running in about a year, although there are no firm plans at present for operation.

DICK JENSEN'S PACIFIC Grand Trunk Western 4-6-2 5629 was scrapped in late July 1987. The forlorn Pacific was stored at the former Rock Island's Blue Island roundhouse, now owned by Chicago's Metra commuter authority, which is building a new maintenance facility there. The 5629 was owned by Chicagoan Dick Jensen who bought the locomotive at auction for $6,500 in 1960. He ran it extensively in excursion service on the B&O and GTW during the 1960s. After encountering insurance and financial problems over an aborted Rock Island trip, the 5629 was stored in a number of places in the Chicago area (highly visible in the early 1970s alongside the old Pennsy diesel pit at 18th Street) before winding up inside the deteriorating Blue Island roundhouse. Metra took ownership of the facility in 1980 and has been trying to remove the locomotive ever since. Metra sued Jensen in late 1985 and the court ordered him to remove the steamer. He ignored the order. On June 14, 1987, a judge ruled that Metra had the right to contract with a company to scrap the locomotive. Metra was *not* given ownership of the 5629, just the right to scrap it. Jensen has appealed the decision and may possibly win, but that did not prevent the inevitable. Metra claimed it could not have moved the locomotive even if it had wanted to, as lead and trailing truck bearings had been removed. A Metra spokesperson said, "We have been awfully tolerant with Jensen in the past, but enough is enough."

It is hard to believe that in this day and age a steam locomotive is

allowed to be scrapped, especially one as handsome as the 5629. Reportedly, there were many financial and legal entanglements tied to that engine that would have made subsequent ownership a legally risky proposition. The only positive note is that the demise of the Grand Trunk Western 4-6-2 did not go unnoticed. Railfan groups and museums across the country (notably the Illinois Railway Museum and Mid-Continent Railway Museum) were informed and had legal professionals working to save the Pacific. If it could have been saved, it would have.

Railfans remember that this is not the first time for Mr. Jensen. Under similar circumstances, he was responsible for the scrapping of CB&Q O5b Northern 5632 and 01a Mikado 4963, when he failed in 1973 to remove them from Chicago & Western Indiana's 47th Street roundhouse that was being converted in to a piggyback terminal. In 1978 Jensen won a $1.7 million judgment against the C&WI for "illegal conversion of property." But the 5632 and 4963 were gone, and the judgment was subsequently overturned.

"OLD SLOBBERFACE" Restored by retired Southern Railway shop people, "Old Slobberface," Buffalo Creek & Gauley 2-8-0 No.4, has returned to service as Southern Railway 604 at the Spencer Shops State Historic Site in North Carolina. The BC&G 2-8-0, a railfan favorite on the West Virginia coal hauler in the early 1960s, went into excursion service in 1967 on Francis Ede's Quakertown & Eastern in Pennsylvania. The Spencer museum acquired the locomotive from the defunct Southwest Virginia Scenic Railroad of Hilton, Va., where she had been running in 1975. Renumbered in honor of an SR 2-8-0 of similar proportion that had been a local Spencer regular, the "604" carries an old SR image that includes large tender numbers, decorative striping and an eagle above the headlight. The 604 will be used on Fridays, Saturdays and Sundays on trips around the 57-acre site. Also, newly restored SR FP7 6133 will operate Monday through Thursday with an on-site excursion train consisting of former Reading and CNJ coaches acquired with the Number 4.

THE GEORGIA EASTERN The Washington Branch of CSX's former-Georgia Railroad, route of one of the famous "Georgia Mixeds," is now being operated as the Georgia Eastern Railroad. The new operator began in February 1987 with two branches, the Washington-Barnett line and the Monroe-Social Circle line, but the latter was embargoed in early March due to track conditions. A few weeks later the Social Circle line was sold to Great Walton Rail, a locally owned company that has acquired ex-C&O SW9 5093. The Great Walton operates two days a week out of Social Circle.

Meanwhile, the 17-mile Georgia Eastern is operating out of Washington five days a week with three ex-B&O GP9s: 6584, 6589 and 6590. The GERY units retain their B&O numbers. They are also getting ex-Chemplex SW1200 No.1 from Chrome Locomotive which is painted black with a red stripe and white trim as GERY 87, a hint of colors to come for the ex-Chessie Geeps. The line's traffic consists mostly of outbound pulpwood and lumber from the Federal Paper Board plant in Washington as well as some smaller wood yards and inbound plastic pellets, corn and fertilizer. The units are kept at Washington and make a midday run to Barnett.

NEW HAVEN COLORS Progress on the first Alco cab unit to be preserved in the U.S. is moving smoothly. Long Island FA1 612, originally New Haven 0401, arrived at the Connecticut Valley Railroad Museum at Essex, Conn., on April 4, 1986. The square-nosed Alco had been converted by the LIRR into a push-pull cab car/power unit with its 244 prime mover modified for HEP output. New traction motors and some electrical work will be required to turn it back into a locomotive. The prime mover has already been made serviceable, and substantial body work has been done. Amtrak RS3 140 has been acquired for the spare parts needed to make the FA completely operational.

The 0401 was built in May 1947 as part of the first three-unit set of road freight diesels purchased by the New Haven. In late 1958 it was one of the four FAs selected to join a number of RS3s to be rebuilt by Alco. Because of this, the 0401 escaped the massive trade-in of the FA fleet to Alco and GE for C425s and U25Bs. Late this summer, the 0401 will be in Amtrak's New Haven shops to have the trucks swapped with the RS3. This being the 40th anniversary of the New Haven FAs, the CVRM has painted the 0401 in the last scheme it wore under New Haven ownership for its stay in New Haven. Barring anything unforeseen, it should be back at Essex in time for their Railfan Weekend in November.

After two years of negotiations, CVRM has also acquired New Haven E33 301 from General Electric. This unique 3300-h.p. rectifier electric freight unit was purchased by the Virginian as number 132 and sold by the N&W to the New Haven in 1963, subsequently going to the Penn Central and Conrail as number 4601. It is presently being stored for CVRM by GE and should be in Connecticut by the end of 1987. It is not operational and plans are for a cosmetic restoration to New Haven "Brick" livery. (GE donated sister unit 135 to the Roanoke Transportation Museum where it now resides in VGN colors.) Rumors are false that a load of catenary poles has arrived at Essex.

THE CONNECTICUT CENTRAL In late May 1987 the Connecticut Central, organized by members of the Valley Railroad at Essex, began operation of approximately 17 miles of former New Haven trackage around Middletown, Conn., including a short segment of the same NH "Valley Line" used about 20 miles to the south by the Valley Railroad. Due to an earlier-than-expected Conrail abandonment, the CTCR leased Seaview Transportation Alco S4 No.4 for its start-up. Meanwhile, former Moxahala Valley SW1200 33 (former-PC 9014, nee-PRR 7914) was being overhauled and painted at the Morristown & Erie in New Jersey. The EMD switcher is dark blue with black trucks and underframe with a Connecticut state map on the hood. It should be on the CTCR by the time you read this. They also own a former-NYC bay window caboose which will be painted to match the locomotive.

The CTCR extends eastward from the Conrail connection at Middlefield (18 miles northeast of New Haven) through Middletown and across the Connecticut River on an impressive swing bridge to Portland, on the east side of the river. They also use the Valley Line in Middletown to reach local customers. They operate five days a week, and the unit generally ties up behind Acme Auto Parts south of the bridge in Middletown.

THE "HOBO RAILROAD" Operation began on July 2, 1987, of the "Hobo Railroad" at Lincoln, New Hampshire. This new tourist line is owned by Edward A. Clark and uses the northernmost five miles of the ex-B&M Concord to Lincoln branch. The entire line is owned by the State of New Hampshire, and the Hobo Railroad operates from the end of the line at Lincoln, south to Woodstock. Equipment includes a Boston & Maine painted Alco S3 1186, (ex-Wolfeboro R.R., nee-B&M 1186), three tastefully modified (with open platforms) former-DL&W m.u. cars (and a fourth on its way from the Battenkill), an ex-D&H 40-foot boxcar and four used cabooses of various lineage. One of the m.u. cars has been modified to a diner configuration with every third seat replaced by a table. The Wolfeboro ex-Bonhomme & Hattiesburg Southern 2-6-2 250, which needs flues and a crown sheet, is on display. Eventually, it is hoped to get the 2-6-2 running. Operations have five trains per day on weekends through Columbus Day and four trains per day during the week through Labor day. The Hobo Railroad features its "Hobo Lunch," served wrapped on a "Bindle Stick." There is currently no freight on that part of the line, though the New England Southern holds the contract to handle any freight movements—GREG NAZAROW.

PRESERVED FP7 The Feather River Historical Society has purchased from the Louisiana & North West its No.49, former Western Pacific FP7 805A used on the *California Zephyr*. The L&NW replaced the Mars light and added all of the removed "details" except for the dynamic brakes. The historic cab unit requires minor work but is serviceable. The purchase was aided with private contributions, and the locomotive is already at its new home in Portola, California. Of course, the F-unit will be restored to her original livery, as the stainless steel is still intact under the L&NW paint.

GP40S FOR N.J. TRANSIT On July 17, 1987, the MTA gave approval for New York's Metro-North Commuter Railroad to combine an order with New Jersey Transit for the purchased of a number of rebuilt GP40s from Morrison-Knudson. MNCR is acquiring four units for its West-of-Hudson service to Port Jervis, while NJT will take ten for service to Atlantic City. Originally this order was for

GEORGIA EASTERN began in February 1987 operating the former Georgia Railroad Washington branch, route of one of the famous "Georgia Mixeds." Two of GERY's three ex-B&O GP9s lead a northbound freight across the New River on June 12, 1987.

JAMES KARVONEN

THE "HOBO RAILROAD" began operating a New Hampshire tourist line using former-B&M S3 1186 and ex-DL&W m.u. cars. The Alco is seen (below) at Lincoln, N.H., in a B&M-inspired maroon with light gray livery on July 5, 1987.

GREG NAZAROW

ALLAN SPECHT

JIM WRINN

"OLD SLOBBERFACE," Buffalo Creek & Gauley 2-8-0 No.4, has returned to service as Southern Railway "604" at the Spencer Shops museum in North Carolina. It is shown here on July 22, 1987.

BOB KARSTEN

PRESERVED FP7 Louisiana & North West 49, shown at Gibsland, Ark., in 1977, was purchased by the Feather River Rail Society and will be restored at Portola as WP *California Zephyr* 805A.

F40s from EMD, but the rebuilds are priced at $600,000 less per locomotive. Most of the GP40s to be rebuilt will be of Conrail heritage. Though there are no details as to what these units will look like, they are to be designated "GP40FH-2" and equipped with HEP. They carry a lifetime warranty and should be delivered by year's end.

CONRAIL GP38-2S The 15-year lease expired in June 1987 on 100 Conrail GP38-2s (7940-8039) that had been financed by EMD for Penn Central. Though Conrail offered to buy the units, EMD recalled them to provide the basis for a lucrative leasing fleet. After pre-lease overhaul by the Soo Line, the units are going 50 each to Burlington Northern and Union Pacific. To fill the power gap, Conrail has reactivated 100 stored B23-7s.

AMTRAK E44S Amtrak has begun painting and testing the E44 electric freight units it acquired from New Jersey Transit in October 1986. As of late July, five units (500-504) had been painted platinum mist and black, similar to the SW1s and CF7s (no "Electric Pumpkins" like the orange work train Geeps). These E44s are expected to go into maintenance-of-way service in September.

PHOTOGRAPHY MAX R WALLACE

THE FLORIDA CENTRAL RAILROAD

Pinsly comes to Florida

by Max R. Wallace

Amid the drenching central Florida sunshine, leaning palm trees, Southern yellow pines and vast citrus groves, a strange red, yellow and black creature now plies the rails alongside Highway 441, heavy with lumbering 18-wheelers and commuters in their air-conditioned automobiles bound for Orlando. That "creature" is a CF7 diesel, reborn in the early 1970s at Cleburne, Texas, from a classic Santa Fe F-unit. Today it wears the Pinsly colors of the new Florida Central Railroad, which operates about 60 miles of former Seaboard Air Line and Atlantic Coast Line branches northwest of Orlando.

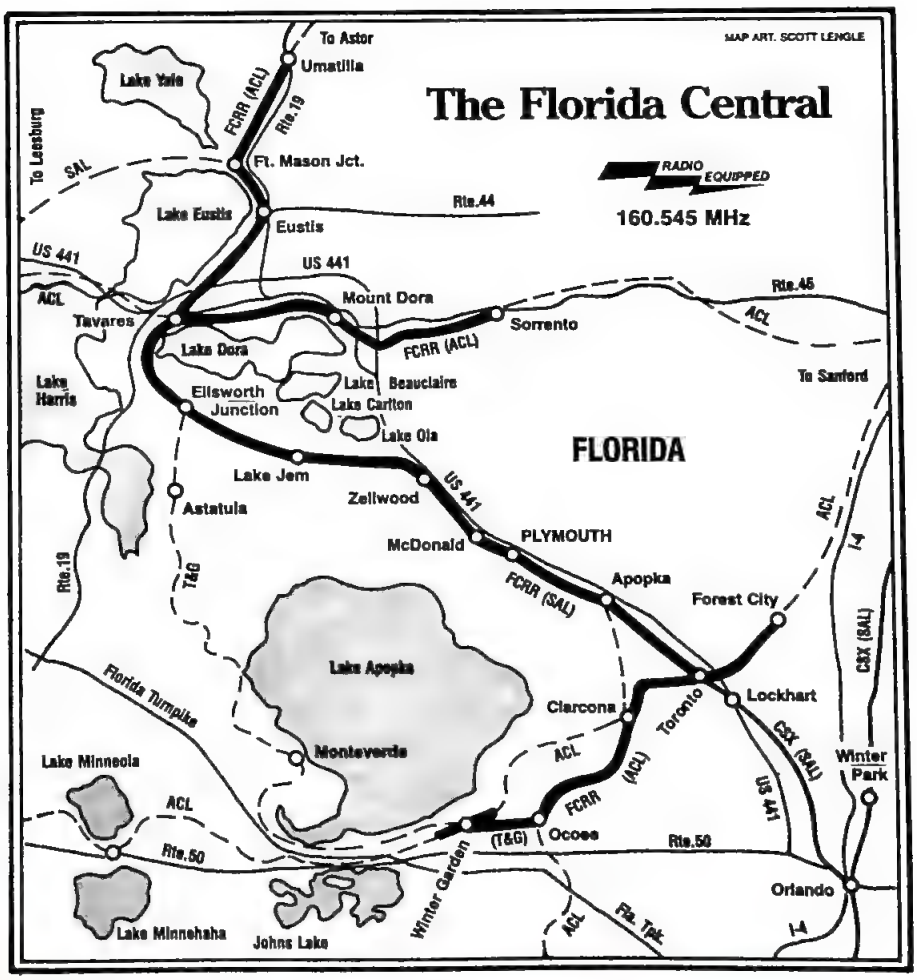
In early 1986, CSX Corporation deemed its Seaboard System trackage between Winter Garden and Umatilla a potentially unprofitable rural route, though it was still in the black at the time. News of this line being for sale sparked the interest of the Pinsly Railroad Company of Westfield, Massachusetts, and negotiations got quickly under way. A contract was signed in June 1986 with an estimated one million dollars changing hands for all track and some equipment. The right-of-way would be leased from CSX Transportation. The Florida Central began formal operations at midnight, November 22, 1986.

The Pinsly organization had been founded in 1938 and developed quickly into one of the legendary short line "empires," encompassing such names as St. Johnsbury & Lamoille County, Claremont & Concord, Hoosac Tunnel & Wil-

THE SOUTH JOB enters Winter Garden on the old Tavares & Gulf (below), passing the Central Florida NRHS Chapter's depot museum. The ACL went up the middle of the main street (above) a block to the north.

mington, Montpelier & Barre, Frankfort & Cincinnati and Greenville & Northern. Of the "original" lines, only the G&N and C&C remain in the Pinsly camp today, although the Pioneer Valley in Massachusetts was added to the fold in 1982.

The main stem of the Florida Central from Tavares to Toronto is the old Seaboard Air Line branch from Wildwood southeast to Orlando. The lines north of Tavares are the former ACL branch from Sanford to Leesburg and an ACL spur through Umatilla that once went north to Astor. The Forest City to Winter Garden line at the south end of the Florida Central is made up of portions of the ACL line from Sanford to Tarpon Springs and the SAL's Tavares & Gulf between Ocoee and Winter Garden. Segments of the system date back to the narrow gauge Sanford & Lake Eustis of 1887 and include such colorful names as Tavares, Orlando & Atlantic and Florida Central & Peninsular. The Seaboard Coast Line merger permitted an extensive reduction in the area's network of redundant trackage, producing the branch system acquired by the Florida Central. The Florida Central's only outside interchange is with CSX at Toronto, a junction near Apopka on the north side of Orlando.



Motive power and operations

The Florida Central presently rosters four ex-Santa Fe CF7s, all of which wear the standard Pinsly red livery with black stripes, yellow trim and silver trucks. Initially, two units were purchased (2637 and 2494), and they quickly received the Pinsly paint. Based on Seaboard's performance, the Florida Central was expecting to move about 4000 carloads in its first year of operation, but by the end of January 1987 they were already moving 900 cars per month. This justified the purchase of two more CF7s (2474 and 2643) from the Santa Fe, which arrived during the week of February 20, 1987. All four units are now painted, and they retain their Santa Fe numbers. Although the FCRR's CF7s span the production period from January 1971 to November 1976, they were all built at Cleburne with the rounded cab roofs and later fitted with the flat-roofed "air conditioner" cabs (all but the 2494 have working air conditioners, and that unit should be so equipped in the near future). The 1500-h.p. CF7s can generally handle most FCRR switching and road assignments as single units, although trains over about 25 cars require two units for the several short 1% grades on the line.

The Florida Central is headquartered in the old SAL station at Plymouth. The building has been beautifully restored, complete with a set of order boards. There is no enginehouse on the railroad, and there are presently no plans to build one. All locomotive servicing is done outdoors in the small yard at Plymouth, and any major work is farmed out to CSX. The FCRR uses a radio frequency of 160.545 MHz for train operations.

The daily ritual starts at 8:00 a.m. Monday through Friday with Chief Mechanic Bill Caswell, his son Brian and Bob Gordy going to work as the early yard crew, switching tank cars of corn syrup or caramel coloring for the Coca Cola plant adjacent to the station, and lining up the consists for the day's two road jobs. One of the economies a short line can have over a Class 1 carrier is a non-union labor agreement that pays by the hour and abolishes the barriers between trades. Thus Chief Mechanic Caswell can work as engineer to make up the morning trains and then tend to his maintenance work after the day's road jobs have departed. Even General Manager Ben Biscan runs the locomotives when necessary.

The first road job is the north train to Sorrento and Umatilla, which departs Plymouth about 10:00 a.m. A half hour later the south train goes to work, running down to the CSX interchange at Toronto and then working its way to Winter Garden. The crews can work a maximum of twelve hours, but both are

usually back in Plymouth by early evening.

Northbound out of Plymouth, the track parallels U.S. 441 to Zellwood, where the line loops westward around Lake Dora through Lake Jem and Ellsworth Junction to Tavares (incidentally, the old Tavares & Gulf used the SAL tracks from Ellsworth Junction into Tavares). The railroad's 45-m.p.h. speed limit allows a good pace along the four-lane 441, but because of stop signs, traffic lights and local congestion, Route 448 around the south side of Lake Dora will make for a frustrating and probably futile chase. A better approach is to stay on 441 north all the way around the lake to the Old 441 Exit west of Tavares and follow Old 441 back eastward into Tavares.

At Tavares there is a wye where the old SAL and ACL lines joined (just south of Alfred Street and Disston Avenue). From here the road job generally goes east on the old ACL line though Mt. Dora to Sorrento. On the west side of Mt. Dora is a short bridge stencilled "ACL RR" (1967), looking as though it had been painted last week. In Mt. Dora, a town rich in New England architecture, the local Chamber of Commerce occupies the former-ACL station—with the train bulletins still chalked for pre-Amtrak passenger locals. Following the tracks eastward, about six city blocks from the depot there is a 100-foot-long 30-foot-high timber trestle.

The train will often stop to work at the Florida Favor Company at the Old 441 crossing before continuing eastward (paralleled by Route 46) to Bronson Farms at Sorrento, which gets deliveries of soybeans and chicken feed. About once a week Bronson gets a 15-car unit grain train; on the days that it moves, the north job will usually get two CF7s, and the grain cars will be carried at the head end of the train.

After completing its work at Sorrento, the train will return to Tavares, where it will then turn north to Eustis, Ft. Mason and Umatilla. Golden Gem Growers at Umatilla receives carload shipments of citrus for processing into citrus pulp or animal feed for export to Germany. Other customers on the north end include Tool World in the former-ACL depot at Eustis (which receives plastic) and a propane dealer in Tavares.

Although there are wyes at Ft. Mason and Tavares, the FCRR has no set pattern for which direction the units are to face for any given job, as there are no turning facilities at Plymouth. The north job has options for turning its unit, but the south job has no opportunity for turning. Thus the south job will be running long-hood-forward in one direction or the other.

The south job goes to work at 10:30

THE ENTIRE FCRR ROSTER was lined up at Plymouth on February 23, 1987; the 2643 and 2474 were still in AT&SF livery. The 2637 was working the south job on February 11 and is shown (top) switching the Winter Garden Citrus Products Plant on the old ACL.

Florida Central Roster

As of July 1987

Number	Rebuilt from	Rebuilt date
2643	F7A 270L	1/71
2637	F7A 246C	2/71
2494	F7A 311L	11/74
2474	F9A 281C	11/76

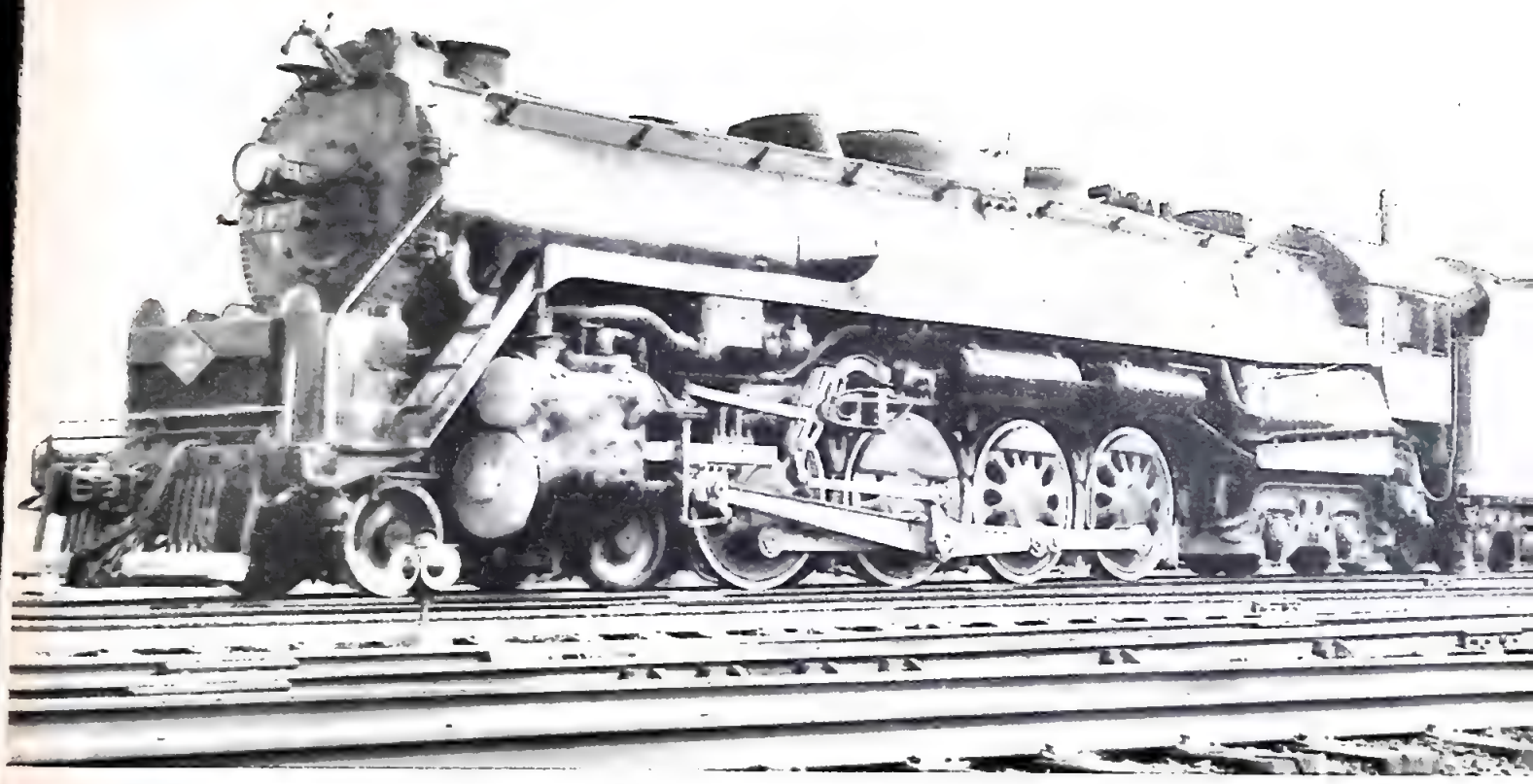
ALL UNITS are EMD 1500 h.p. CF7s, rebuilt by AT&SF at Cleburne, Texas, and retain AT&SF numbers on FCRR.

each weekday morning, heading down through Apopka to the CSX interchange at Toronto, the yard where the old ACL Sanford-Tarpon Springs line crossed the SAL Wildwood-Orlando line. CSX operates the old Seaboard line from Toronto south to Orlando. To reach Toronto from Plymouth, take U.S. 441 and turn south on Route 424, which passes over the tracks at the junction. In addition to the interchange business, at Toronto there is Diamond National Ammonia which receives tank cars, CBS Industries which gets lumber products, and Aron Scrap Company that ships out 25-30 gondolas a week of cast iron, bulk steel and steel cubes.

After completing its work at Toronto, the south job heads southwestward on a zigzag to Ocoee using the old ACL Tarpon Springs line to Clarcona and a piece of the old ACL Apopka-Kissimmee branch to Ocoee. The old ACL main is abandoned between Clarcona and Winter Garden, and the FCRR uses the parallel line of the old Tavares & Gulf from Ocoee into Winter Garden. While the SAL/T&G line comes in through the "back side" of Winter Garden, past the passenger station which is now the Central Florida NRHS Chapter's museum, the old ACL came blazing right up through the main street of town. This provides some interesting photos as the CF7 works its way back and forth across town to reach the customers on the stubs of the ACL line.

Although the Florida Central is less than a year old, it is in the capable hands of a company with extensive short line experience, and General Manager Ben Biscan confirms the railroad's philosophy of offering economical, efficient and reliable transportation at the shippers' convenience while achieving profitability for the company. It has its sights set on possible expansion onto other rail lines which will be coming available in central Florida (possibly under the name Florida Midland). Although the new lines have not yet been specifically identified and may not physically connect to the FCRR, they will likely be handled from the Plymouth office. They expect to bring in the Alco switchers from the now-defunct Frankfort & Cincinnati (S2's 102 and 103 and S4 107) for the expansion lines. Plans are also in the works for a distribution and warehousing complex in Orange County to compete directly with the truckers. It looks like the CF7s will have plenty to keep them busy for the foreseeable future.

INDUSTRIAL AGE UGLIES meet at a crossing near Apopka on February 7. The FCRR's only interchange is with CSX at the small yard in Toronto (below), where the wye in the background connects to the old ACL line the FCRR uses into Winter Garden.



Reading T-1 2102: 25 Years of Excursions

by Jim Boyd

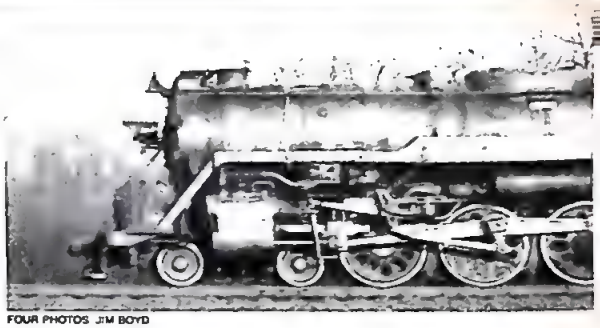
When Conrail dropped its insurance requirements from an impossible $25 million to an expensive but affordable $5 million on June 1, 1987, it opened up the entire Northeast to main line fantrips again. One of the first to act was Andy Muller of the Blue Mountain & Reading tourist railroad near Reading, Pennsylvania. With two good steam locomotives, a pair of Pennsy E8s, a Reading GP30 and C630 and a big passenger train available, he immediately approached Conrail about main line excursions. His efforts paid off in the form of a nine-trip schedule beginning with a run to Jim Thorpe, Pa., on August 30 (see TIMETABLE).

The BM&R's biggest piece of steam power is, of course, Reading 4-8-4 2102, which was brought to Reading by Rails Diversified to operate a series of Conrail fantrips for the BM&R just before the insurance crisis in September 1985 (see March '86 R&R). The insurance crunch nearly wiped out RDI in the spring of 1986, and they sold their 4-8-4 to the BM&R. With a twelve-mile railroad and track legal for 60 m.p.h., the BM&R used the 2102 on its spring and fall Railfan Weekends and on holiday weekends (see November '86 R&R). What other tourist railroad can regularly run its own 4-8-4 at a mile-a-minute?

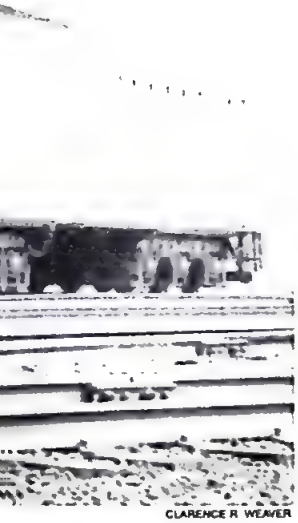
When the 2102 arrived in Reading on August 24, 1985, she was wearing her authentic black freight livery, applied by RDI. Since the fantrip theme was "Return of the Rambles," however, she was given the additional yellow striping, white tires, silver cylinder head covers and nose herald typical of the Reading's "Rambles" of the early 1960s. In this livery, she truly recreated the image of the fondly-remembered Rambles.

The 2102 has been operating fantrips for 25 years since her first Reading Ramble back in 1962. Of the main line engines in service today, only Union Pacific's 8444 can boast a longer excursion career. The last of the three T-1s to be pulled out for Rambles service, the 2102 was the replacement for the 2124, which was retired after her trips in 1961. The 2102 and 2100 continued to run Rambles for the Reading until October 1964. The 2124 is now in the Steamtown collection at Scranton, Pa., and the 2100 (out of service since 1964) is undergoing overhaul at the old WM roundhouse in Hagerstown, Md.

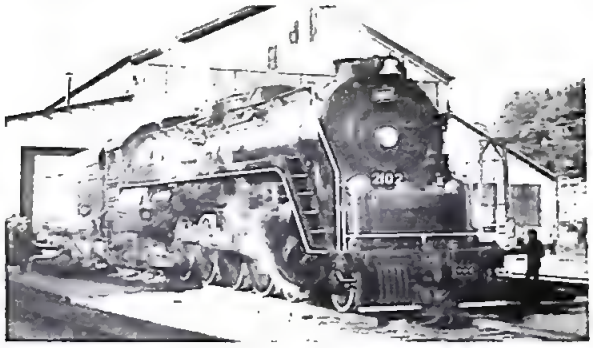
After the Reading Rambles ended, the 2102 was sold to Bill Benson's Steam Tours Incorporated of Akron, Ohio, who operated her in Reading Rambles livery on a variety of excursions beginning in 1968 on the Grand Trunk Western out of Detroit, Chicago and Battle Creek. On July 27, 1968, she derailed on the diamonds of 21st Street Junction in Chicago, and the damage to her No.1 driving axle and Hennessy lubricators would plague her for years. In 1971 the 2102 operated on the Akron, Canton & Youngstown and then went south for a series of trips on the C&O's Greenbrier Subdivision out of Ronceverte, West Virginia. In 1972 she returned to the Northeast for trips on the CNJ, Western Maryland, B&O and even the Reading. All this time she wore slight variations of her Reading Rambles livery (she ran on the C&O, for instance, lettered READING with most of her striping and diamond herald intact but with black handrails and cylinder head covers, and she got an odd headlight visor added for the Memorial Day trip from New Jersey to Washington on the CNJ, Reading and B&O).



FOUR PHOTOS JIM BOYD



CLARENCE R. WEAVER

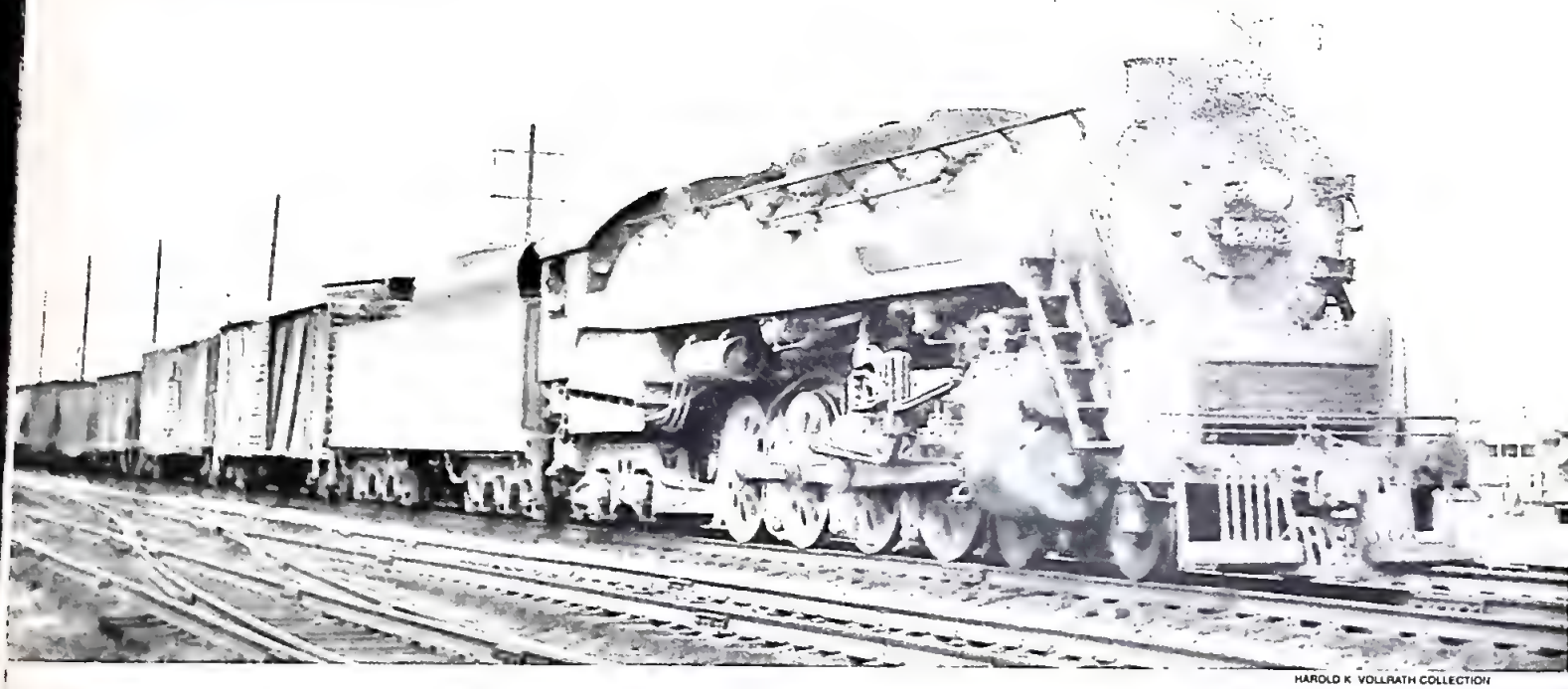


ON APRIL 29, 1962, Reading 2102 posed at Rutherford Yard **(left)** awaiting her first Ramble, a trip to Gettysburg **(below).** In May 1971 **(top left)** she was at Stony Bottom, W.Va, on the C&O, and in 1972 she got a visor on her headlilght **(top right)** for trips on the CNJ and B&O. She emerged in 1973 as D&H 302 **(above right)** but wound up on the Pittsburg & Shawmut in October 1974 **(above left)** without the elephant ears.

In 1973 the 2102 went through a bizarre metamorphosis at the Colonie Shops near Albany to become Delaware & Hudson "302" to celebrate the 150th Anniversary of the chartering of the D&H. In the cosmetic conversion she received a recessed headlight, elephant ear smoke deflectors, "bug eye" classification lights and a squared-off cab. The D&H used her for an Albany-Montreal fantrip on April 28-29, 1973, doubleheaded with Steamtown's ex-CPR G5 Pacific 1278 which received similar treatment as D&H "653." She remained "D&H 302" for a Memorial Day 1973 trip on the Erie Lackawanna from Hoboken, N.J., to Binghamton, N.Y., and then went into storage on the Lehigh & Hudson River at Warwick, N.Y.

In late June 1973 the "302" headed west to the Pittsburgh & Shawmut for a series of fall foliage excursions. While the "302" was on the P&S, Steam Tours changed hands, and in 1974 the 2102 got her number back and lost her elephant ears but retained the recessed headlight for a pair of autumn excursions with the name ALLEGHENY on her tender. The engine was then moved to a new home in the Monongahela Railway roundhouse in Brownsville, Pa., were she resided quietly until 1976. Following six runs on the Pittsburgh & Lake Erie in Reading livery with Allegheny lettering, she made two runs over the newly-formed Conrail from Pittsburgh

JOHN KRAUSE



HAROLD K. VOLLRATH COLLECTION

IN FREIGHT SERVICE the 2102 wore a simple black livery with stripe panels on her cab and tender, barely visible under the road grime in this March 1947 view at Robesonia, Pa. After 25 years in various "passenger" liveries, the 2102 is running again in freight black. On July 5, 1987, she was romping southward through Shoemakersville, Pa., (below) on the Blue Mountain & Reading, where she now has a good home.

to Altoona, complete with assaults on Horseshoe Curve. In the spring of 1977 she made a couple of trips on Conrail's former-EL in Ohio and returned for two more trips over Horseshoe Curve, this time doubleheaded with ex-GTW 2-8-2 4070. After these May 1977 trips, however, which were plagued with operational and mechanical problems, the 2102 went back to Brownsville for a long hiatus.

As we related in detail in the March '86 R&R, the 2102 was sold in August 1980 to Rails Diversified of Ohio, and the long process of restoration began all over again. RDI was successful, and the 2102 steamed in September 1983 for the crews filming the movie *Maria's Lovers* at Brownsville, but then there was another quiet year back in the shop. In March 1985 the never-quite-right No.1 driver set was removed and sent to Strasburg's shop for a proper fix, and by August the 2102 was fully inspected and FRA approved for main line operation. She deadheaded to Reading for the "Return of the Rambles" excursions in late August 1985.

After running in her Rambles livery in 1985 and 1986 on the BM&R (she was sold to the BM&R in early 1986), the 2102 went into the leased Reading Shop over the winter and was set to emerge again for the spring Railfan Weekend on June 26, 1987. That evening she was posed on a string of hoppers at Hamburg (see page 66) for the night photo session with her freight black livery fully restored. She ran for Railfan Weekend and then over the Fourth of July before going back into the Reading shop for some running gear work. She should be out in August fully capable of handling the main line excursions that Andy Muller and Conrail have lined up.

The 2102 should stay in the freight livery for the foreseeable future, and Andy promises to let her weather to a fine "working engine" appearance like his 4-6-2 425. After 25 years of excursion service, the 2102 has never looked better and has never had a brighter future.

JIM BOYD

DOUG KOONTZ

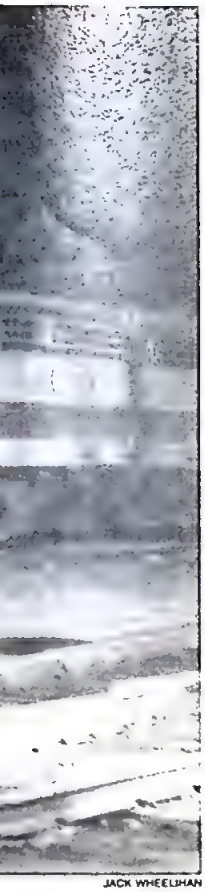
USING HER ARTICULATION to go where other N&W and Southern excursion steamers dare not tread, N&W 2-6-6-4 1218 easily negotiated the scenic and rugged Southern Railway from Salisbury to Asheville, N.C., on the first weekend in June 1987. She made a perfect fit on the classic Mill Creek bridge near Old Fort.

Photo Line

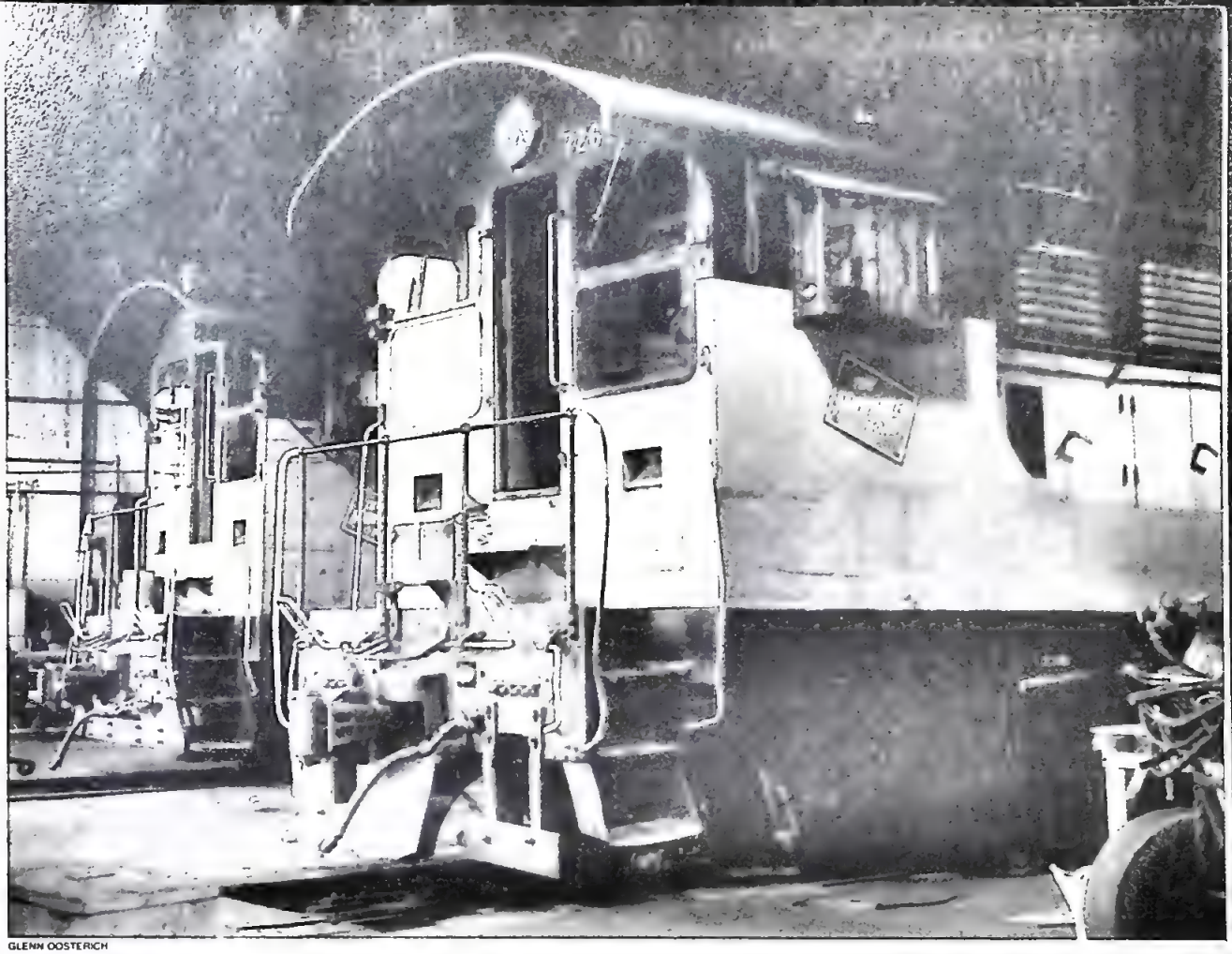
DARKNESS ENHANCES the images of first-generation diesels. An A-B-B set of Great Northern F3s-turned-F5s idles at Interbay in Seattle on May 23, 1963. Southern's E6 2900 (below) shared Ivy City, D.C., with GG1 4891 on April 6, 1960. The Madison, Wis., roundhouse (top right) provides the darkness for Milwaukee Road FM switchers 753 and 726 on October 21, 1979. Jersey Central 1554 pauses at Mauch Chunk, Pa., (right) in a scene created with NRHS Hawk Mountain Chapter's RS3 on the Panther Valley Railroad on July 11, 1987.

JIM SHAUGHNESSY

Photo Line



JACK WHEELIHAN

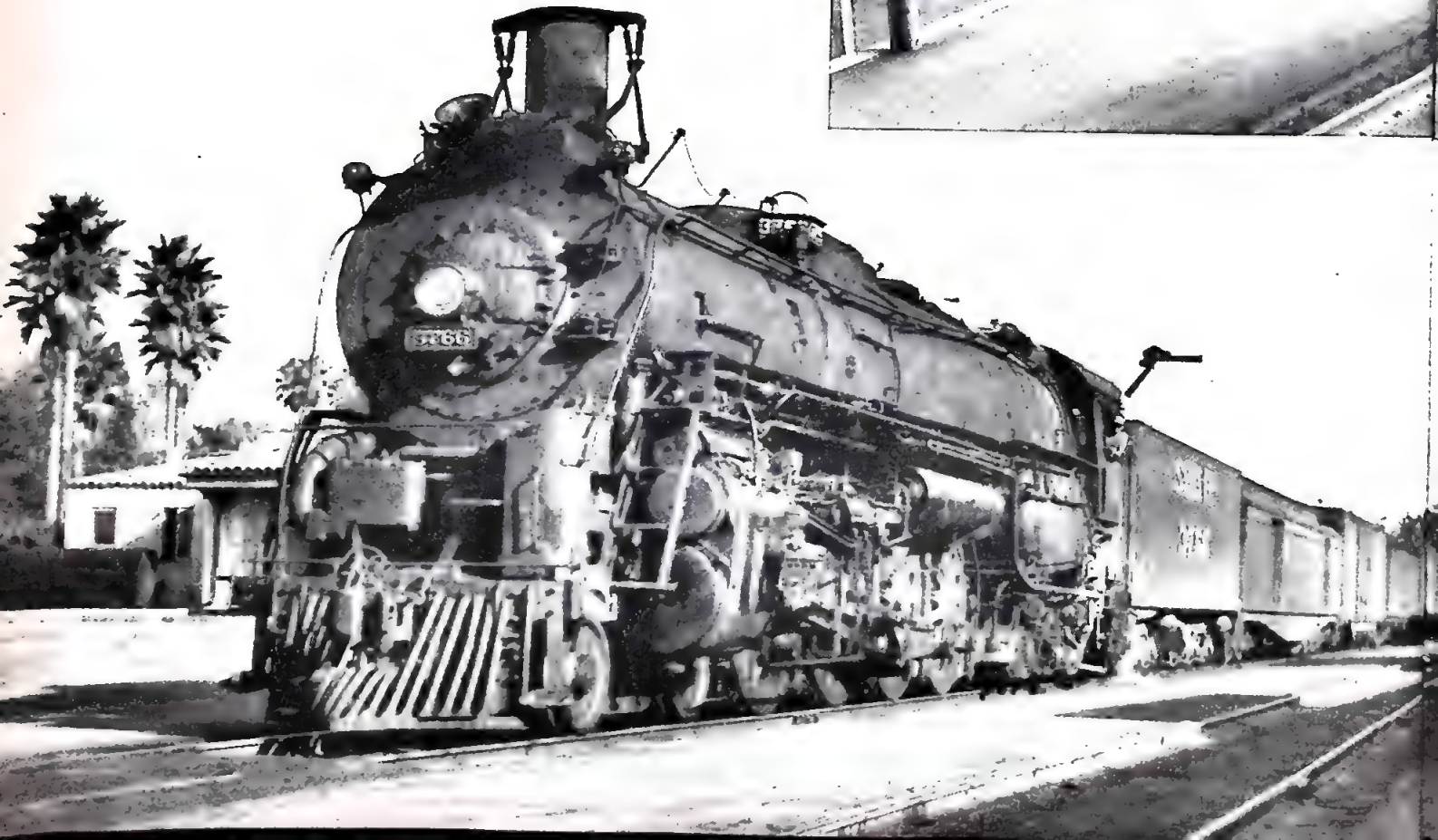


GLENN OOSTERICH

GREG URBAN, LIGHTING BY KERMIT GEARY JR.

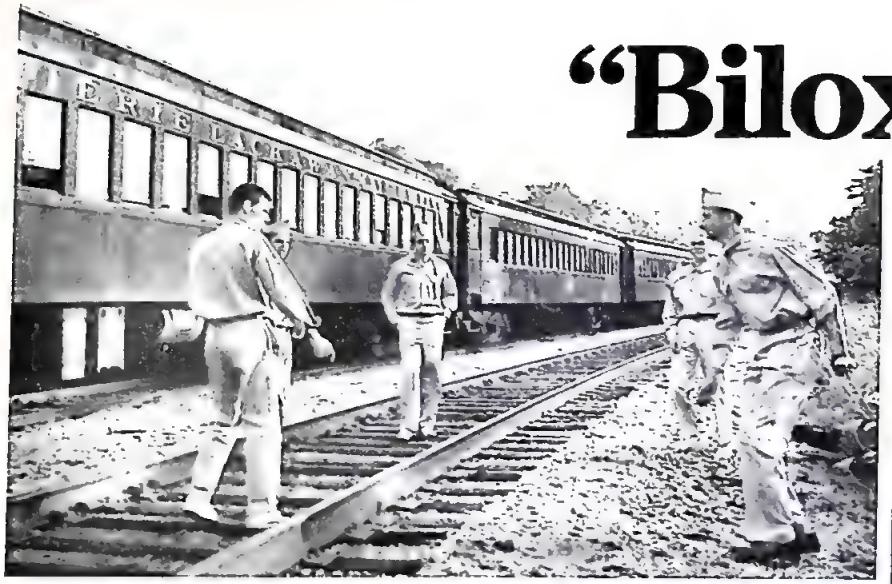
THE ART OF PUBLIC RELATIONS is not dead. In honor of the 100th anniversary of the completion of the Santa Fe into Los Angeles, their Public Relations Department sent out the adjacent photos (not including the C30-7 passing the handsome depot at Mountair, N.M., in July 1983). The L.A. Division package included the A-B-B-A FTs on the *El Capitan* at Pasadena on July 11, 1946, and the 4-8-4 3766 at the same location with the *Fast Mail & Express* in 1946. And then, of course, there is the SD45R leading a piggybacker symbolically past Milepost 100 at Upland, Cal.

THREE PHOTOS, SANTA FE SOUTHERN PACIFIC CORPORATION PUBLIC RELATIONS DEPARTMENT



CHRIS RAUGHT

"Biloxi Blues"



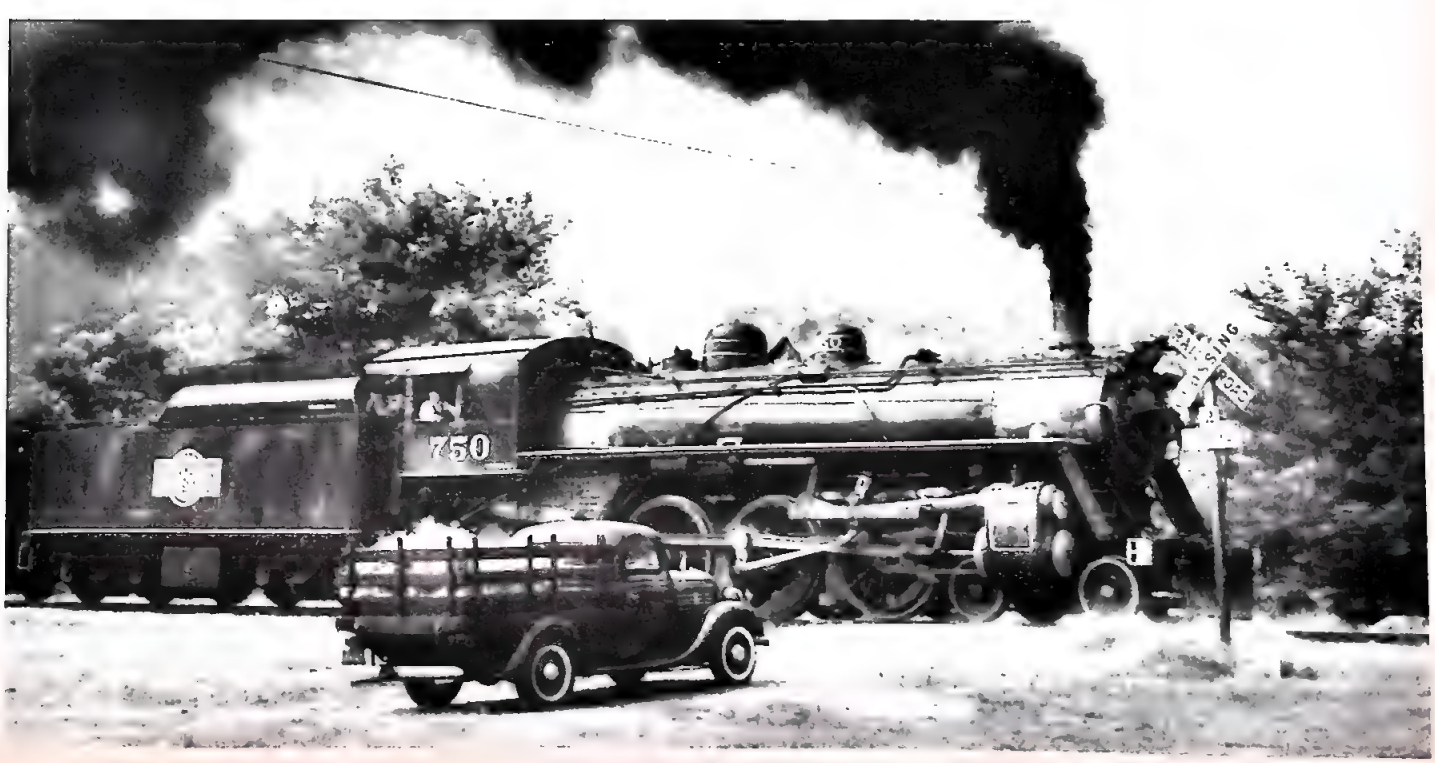
PHOTOGRAPHY JAMES P BELL

A steam-powered troop train full of recruits in ill-fitting uniforms rolls past a Ford pickup truck loaded with hay. The scene is the early 1940s, but the reality is the Ozark hills of Arkansas in June 1987 on the Arkansas & Missouri Railroad. The engine is Savannah & Atlanta 4-6-2 750, borrowed from the Atlanta Chapter NRHS; the train is a string of ex-DL&W m.u. cars (still lettered ERIE LACKAWANNA) provided by Don Primi and Fantasia Trains of Port Washington, N.Y., and the occasion is the filming by Universal Studios of Neil Simon's *Biloxi Blues*.

For eight days in late June, railfans were treated to the sight of S&A 750 and her train on the A&M (former Frisco/BN) between Ft. Smith and Fayetteville, Arkansas. Numerous runbys were made in accessible places during the filming with period automobiles at the grade crossings and extras in uniform on the train. Photographic opportunities were limited only by one's own energy and time available from other duties.

by James P. Bell

THE ARKANSAS & MISSOURI hosted Atlanta's S&A 4-6-2 750 in June 1987 for the filming of Universal's "Biloxi Blues." She is shown **(below)** near Chester, Ark., at Frog Bayou Creek bridge **(above)** near Mountainburg, and passing the Van Buren depot **(left lower center)**. The movie "extras" **(top left)**, runby **(left upper center)** and night scene **(bottom left)** were all at Chester, Ark.



After shortening the line and changes in motive power, the Apache Railway is still an impressive operation.

Update on the Apache

by Sandy Burton

When Ron Keller reported on the Apache Railway in the July 1979 issue of RAILFAN & RAILROAD, it was certainly an interesting operation with its all-Alco roster and Bicentennial colors. Since that time there have been quite a few changes, but the Apache continues to be a significant railfan attraction.

Back in 1979 the Apache was operating 72 miles of railroad from the Santa Fe connection at Holbrook, Arizona, south through Snowflake to a sawmill at McNary. Motive power at that time consisted of three RS36s which had been bought new and four ex-SP RS11s. A major fire in 1979 resulted in the closing of the McNary sawmill. With the loss of this only customer south of Snowflake, the railroad abandoned the line to McNary and removed the rails and ties in 1982, reducing their 72-mile railroad to 45 miles.

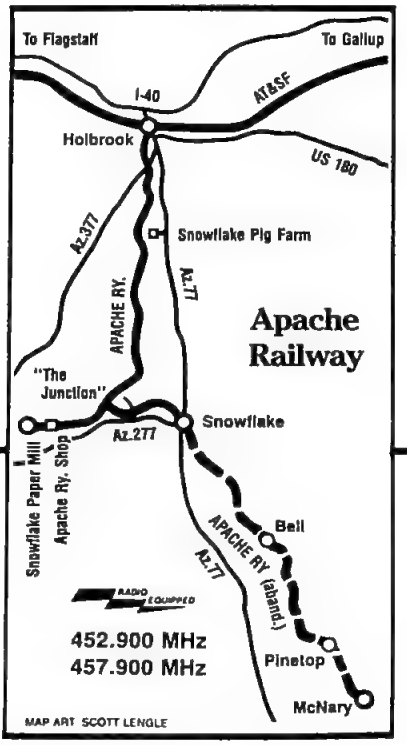
The paper mill that Southwest Forest Products had opened near Snowflake in 1961 was expanded after the closing of the McNary sawmill, and the railroad evolved from a logger to a paper hauler. The output of newsprint and linerboard has had its ups and downs over the years, but it is on an upward swing right now with the restoration of a second newsprint machine in early 1986 after being shut down in 1984.

The most recent change has been the purchase of Southwest Forest Industries and the Apache Railway by Stone Container Corporation in April of this year. At press time, this has not changed the operation of the railroad or paper mill to any significant degree.

Pulpwood and wood chips for the mill are shipped in by rail from points off line—one source being the company mill in Flagstaff, Arizona. However, much of the pulp is trucked to a cutting operation which has been set up on a spur next to the engine terminal. Here logs are cut into standard short lengths and loaded onto bulkhead flats for the short trip to the mill. Wood chips from the cutting operation also are collected into chip cars for the mill. Although the car movements are perfectly balanced (on a stub-end railroad, what comes in sooner or later goes out either loaded or empty) with inbound wood chips, pulpwood, coal and pig feed and outbound paper products, the inbound tonnage is about 60/40 over outbound.

The Apache locomotive roster remains all-Alco, though it has undergone a metamorphosis in the past few years. In 1980 the railroad purchased four Century 420s from General Electric, who had remanufactured them at their plant in Hornell, New York. With the arrival of the C420s, the Apache was able to rid itself of the troublesome RS11s which had come from the SP in 1976 and 1978 (the 901 was sold to Smith-Miller Construction in 1982 for building a rail line for Tucson Electric Power, and the other three went in 1986 to Rio Grande Chemical Sales, a broker, for resale to Mexico; the 904 was the last to go, departing the property on November 10, 1986). Today the Apache rosters seven units: the four C420s (81-84) and its original trio of RS36s (700, 800 and 900).

The C420s are an interesting lot, each having been built for a different railroad. The 81 was built as Louisville & Nashville 1305, while the 82 was Tennessee Central 400 (and subsequently



Apache Diesel Roster

As of July 1987

Number	Model	Builder	Date	Notes
100	H10-44	FM	10/47	Bought new, sold to Kyle 1978.
200	H10-44	FM	10/48	Bought new, sold to Kyle 1978.
600	S12	Baldwin	6/52	Bought new, scrapped 1978.
700	RS36	Alco	9/62	Bought new, in service.
800	RS36	Alco	9/62	Bought new, in service.
900	RS36	Alco	9/62	Bought new, in service.
901	RS11	Alco	5/59	Former SP 2921, acquired 1976, sold 1982 to Smith-Miller Construction Co.
902	RS11	Alco	8/59	Former SP 2925, acquired 1976, sold 1986 to Rio Grande Chemical Sales for resale to Mexico.
903	RS11	Alco	8/59	Former SP 2929, acquired 1976, sold 1986 to Rio Grande Chemical Sales for resale to Mexico.
904	RS11	Alco	8/59	Former SP 2930, acquired 1978, sold 1986 to Rio Grande Chemical Sales for resale to Mexico.
81	C420	Alco	6/64	Former L&N 1305, rebuilt GE Hornell, N.Y., 1980. In service.
82	C420	Alco	1/66	Former L&N 1316, nee Tennessee Central 400, rebuilt GE Hornell, N.Y., 1980. In service.
83	C420	Alco	8/67	Former L&N 1333, nee Monon 516, rebuilt GE Hornell, N.Y., 1980. In service.
84	C420	Alco	12/64	Former N&W 415, rebuilt GE Hornell, N.Y., 1980 with chopped nose. In service.

COMPILED by Sandy Burton and Jim Boyd from Apache Railway and other sources.

PHOTOGRAPHY SANDY BURTON

APACHE COUNTRY can produce some dramatic skies against which to photograph the Railway's Alcos, such as the four C420s working the Snowflake Pig Farm mill siding on July 16, 1986, or lined up at the engine terminal (below) the following morning.

L&N 1316). The 83 was bought as L&N 1333, although it was built as Monon 516. The 84 was built as high-nose 415 for Norfolk & Western and got a nose job at Hornell. The N&W was the only unit originally built with dynamic brakes, though the other three were so equipped during rebuild.

The C420s also inaugurated a new silver and blue paint scheme on the Apache, and the three RS36s have now received similar treatment. They make a sharp-looking consist when four or five units gather for the road job to Holbrook. Since the "company color" of the new parent corporation is now green rather than blue, one must wonder how long the current scheme will last—though there are no immediate plans to change the railroad's image.

Operations today

Typical operations today on the Apache consist of a switch job at the mill and a road haul to the interchange at Holbrook and return. An RS36 is leased to the mill for the switch jobs which are called for 8:00 a.m. and 9:00 p.m. with mill rather than railroad employees.

The road job from the mill to Holbrook is usually called for noon or 12:30 p.m. on an as-needed basis, which generally works out to four to six days a week. Depending on the tonnage, four or five units are needed, and the C420s are the preferred power, with the RS36s filling in when tonnage or maintenance schedules require. The first order of business at the mill is to make up the train that will be left for the Santa Fe at Holbrook. This usually takes a couple of hours and results in a mid-afternoon departure and an arrival at Holbrook about 4:00 or 5:00 p.m.

Along the way, a stop may be made at the Snowflake Pig Farms feed mill to collect empty grain cars. At Holbrook, the outbound train is set out and the in-

bound cars from the Santa Fe are picked up. Inbound traffic may be pulpwood, wood chips and chemicals or supplies for the paper mill. Outbound loads are finished products from the paper mill. If grain is to be delivered to the pig farm mill, they are carried on the front of the southbound train.

Departure from Holbrook is made just as soon as the switching is done, unless a hot car is en route on the Santa Fe. If the AT&SF local is close to Holbrook, the Apache crew will wait for its arrival—up to a point.

The southbound trip is non-stop to the mill unless there are grain cars for the pig farm. The crew is off duty by 8:00 or 9:00 p.m. with the train having been set in the yard in two cuts and the power put in the enginehouse. With this operating schedule, it is obvious that the long summer months are the best time to go after the Apache road job, although the mid-afternoon departure should provide at least some photography any time of year. Incidentally, the Apache uses industrial radio frequencies 457.9 and 452.9 MHz.

Following the railroad

Railfanning the Apache can be a somewhat frustrating experience, for though the railroad is frequently in sight of a highway, there are few grade crossings or points of direct access to the right-of-way. And in the afternoon, the highway is on the dark side of the tracks.

On the south side of Holbrook, West Ramero Street crosses the line just south of the Apache/AT&SF interchange yard, and there is often a nice display of Alco smoke as the southbound train assaults a grade leaving town. Route 77 parallels the Apache almost all the way to Snowflake, but the tracks gradually drift further and further west of the highway as they head south. About three miles out of Holbrook Route 377 heads southwest and crosses the tracks a short distance off Route 77; this is the last paved crossing on the railroad.

The Snowflake Pig Farms are located about 15 miles south of Holbrook, or about half way to Snowflake. A dirt and gravel road leads to the feed mill next to the railroad, which is about two miles west of Route 77 at this point. This road does not cross the tracks, at least in the vicinity of the mill. There is a double-ended siding which runs through the mill, and it is used by the

THE SUN WAS LOW as the road job, with a respectable train in tow, headed westward at Milepost 30 (above) toward the Snowflake paper mill on July 17, 1986. The summer clouds created a brilliant sunset as the crew put its train away at the mill.

THE THREE RS36'S see road service only when there are not enough C420s available. The 800 was outside the shop on July 17, 1986. Later that day, the southbound C420s were setting out six grain cars (below) at the Snowflake Pig Farm.

Apache to deliver loads of grain and hold the empty covered hoppers. The mill processes about two cars of grain a day, so deliveries are rather frequent.

Snowflake is actually on the old main line to McNary, and the trains between the mill and Holbrook do not pass through town. The Apache has its maintenance of way shops on the west side of town, however, and there are a couple of customers which require occasional service. To reach the paper mill and engine shops, about 16 miles west of Snowflake, take Route 277. There are at least two dirt roads north off Route 277 that reach the main line, one of which crosses the Snowflake spur within sight of the highway. If you value your car, however, you will use these roads with caution.

Upon arrival at the mill, a sign will direct you to the engine terminal and shop area. *Obtain a release* at the office before wandering around. Photography is good in the early morning when the engines are being moved around for servicing. Light is also good in the late afternoon, if there is no road job that day and the engines are still in town.

Which brings up a point. If you are traveling some distance to see the railroad, call ahead if you are concerned about whether or not a road job will be running on a given day. The railroad makes its decision on calling a crew usually by 9:30 in the morning.

Prospects for the Apache seem secure with the modern paper mill at Snowflake capable of competing in today's marketplace. And the fate of the Alcos for the foreseeable future seems equally secure as long as parts are available (which should be no particular problem, as both the C420s and RS36s have "fully supportable" modern 12-cylinder 251 engines). The only uncertainty is any impact the new owners may have on the operation. So far this has meant only a change in the sign at the shops and new stationery. It is likely the "swinging S" logo on the noses of the engines will change, but nothing else is known to be in the works as of July 1987.

So, if you are looking for big lash-ups of pure Alcos in an attractive paint scheme, then the Apache is still a good bet.

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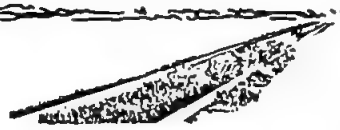

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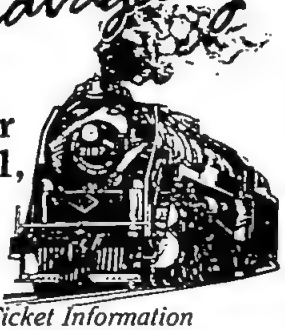
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The Colorful Joint Line

by Jim Boyd

The "Joint Line" between Denver and Pueblo, Colorado, has long been a railfan favorite (see Bob Harmen's article in the May 1978 RAILFAN). It is a busy stretch of Rio Grande and Santa Fe track (whose former single-track main lines were combined in 1918 to produce the jointly-operated double track of today) that hosts the numerous coal trains of tenant Burlington Northern in addition to the tonnage of its owners.

Visiting Colorado in May 1987, I found it to be a better show than ever. I doubt that there is another piece of railroad in the country that can combine the scenery, traffic density and equipment variety that you can find on the Joint Line today. Just take a look at the equipment and color schemes it can offer up.

"Mr. Dull" in the color category is the Rio Grande, with its attractive but predictable rugged black units with orange stripes. There are variations, though, in the big or little lettering on the sides and cleanliness ranging from factory-fresh gleam to a featureless black hole with a locomotive in it. And while the fleet is all-EMD, there are enough SD40T-2 tunnel motors, SD50s and GP30s to keep the GP40/GP40-2s from becoming monotonous.

The Santa Fe has long enlivened the Joint Line with an interesting mix of motive power including lots of little four-motor stuff like GP20s and a baffling array of baby U-boats that requires the companionship of a roster and *Diesel Spotter's Guide*. But there are also plenty of six-motor GEs, SD45s and three potential variations of cowl units: F45s, FP45s and rebuilt ex-Amtrak SDP40Fs. And, now, in addition to the generally-clean blue warbonnet livery there are numerous units showing up in the pre-nonmerger "Kodachrome" colors.

Ever since the Powder River Basin coalfields opened up, the Burlington Northern has far outstripped the D&RGW and AT&SF in the sheer number of trains run on the Joint Line. The old Colorado & Southern was never like this. The Big Green Machine lugs its massive unit coal trains up to Palmer Lake behind five-unit sets of six-motor GEs and EMDs with SD40-2 pushers. And then there are the B30-7A boosters in two distinct variations.

The BN power is kept rather clean, and adding a touch of variety to the green and white fleet are over 50 GP50s and three SD60s in the new orange and black "Tiger Stripe" image. You can often see BN and Santa Fe power combined on coal trains, while the Rio Grande tends to stick pretty much to itself.

The most noticeable and recent additions to the BN scene are the "Oakways." In late 1986 the BN leased 100 SD60s from Oakway, Inc., and assigned them to the coal trains out of Wyoming. The 9000-9099 wear EMD's blue and white demonstrator colors and are paid for by BN on a megawatt-hour basis for power actually used. The units are maintained by EMD in a shop at Trinidad, Colo., south of Pueblo. Used extensively on the Joint Line, the Oakways can be seen mixed into BN consists or in pure sets. (These SD60s are the focus of considerable controversy as they are highly visible examples of BN's efforts to reduce its union shop forces by con-

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tracting maintenance to outside firms. About 40 GE B39-8s in a gray and red livery [see page 2] are also about to join the fleet.)

While it is not technically Joint Line action, the yard a Pueblo can yield even more variety. We encountered a Soo Line SD40 and an ex-Milwaukee SD40-2 with black "merger modification." A few days later we caught an N&W C30-7 and Southern SD40-2 behind a Rio Grande ex-Conrail GP40. Both the Soo and NS consists were D&RGW trains bound over the old MP to Kansas City.

NEW AND OLD are found side-by-side on the Joint Line. The Palmer Lake park association brought a narrow gauge 2-8-0 up from Mexico, "Rio Grande-ized" it and put it on display near the tracks. As evidenced by a BN coal train, there are still a lot of cabooses in use on the Joint Line. Engineer Steve Patterson (top) waved from a southbound Oakway set near Big Lift.

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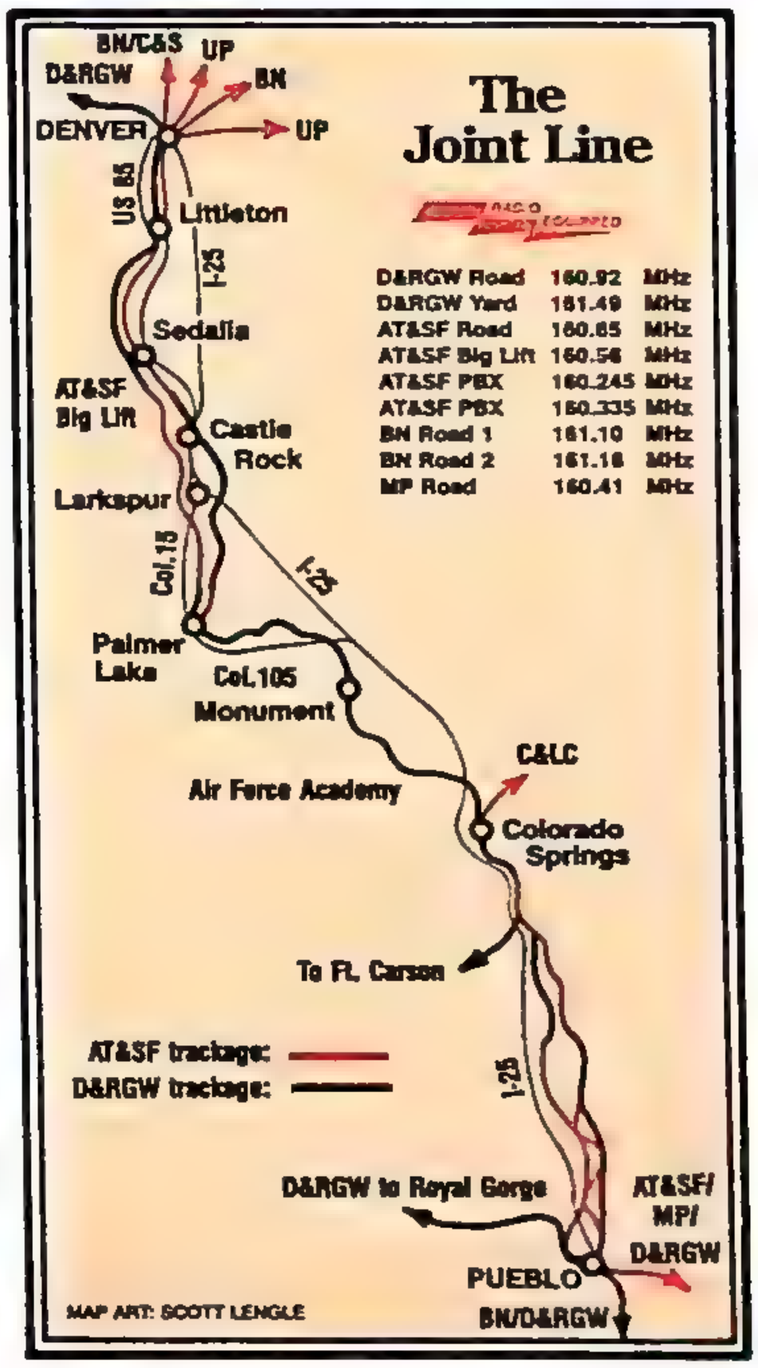

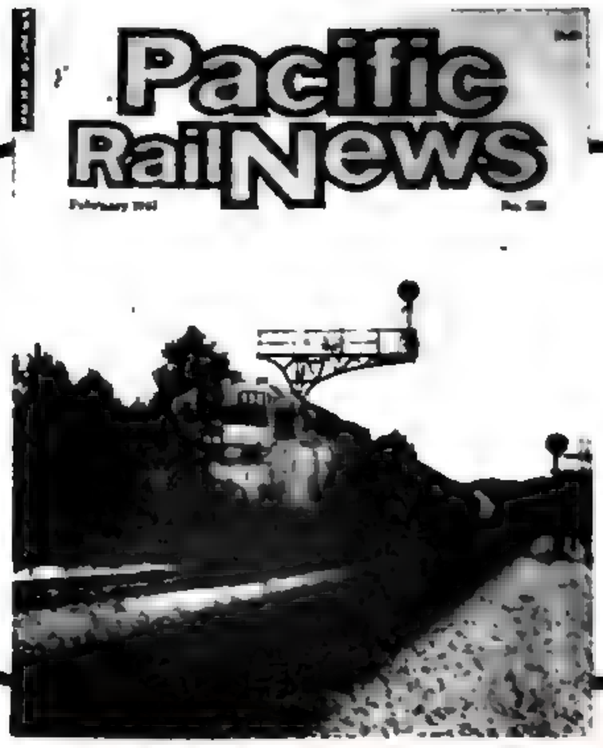

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A BN COAL TRAIN was working south over Route 15 at Larkspur on May 31 with two C30-7s, a U30C, an SD40-2, another C30-7 and an SD40u. A rebuilt GP35 led a Santa Fe "Q Train" (below) north toward Big Lift on May 22, and an SD40T-2 and GP30 had a Rio Grande freight southbound over Route 105 near Palmer Lake (bottom) on May 31.

KODACHROME 64 MIKE DEL VECCHIO

Of course, that line brings MP blue and post-merger Union Pacific yellow into Pueblo, as well (we spotted an ex-WP GP40 and ex-MP B30-7A in UP colors buried in the D&RGW engine terminal). While local fans acknowledge that there is very little daylight activity on the D&RGW Royal Gorge line, we saw two eastbounds in early evening about 30 miles west of the Gorge, and one of them carried two SP SD45s, one gray and one Kodachrome, which would have wound up in Pueblo. And if you like GP30s, the Rio Grande uses them in the Pueblo yard.

We found chasing the Joint Line to be both fun and frustrating. There was so much action at times that you couldn't catch it all, in spite of a paralleling Interstate and legal 65 m.p.h. highway speed. Though there is good shooting

KODACHROME 64

KODACHROME 64

on the entire line, the action is easy to catch between Big Lift and Castle Rock, where the two lines are close together. From Castle Rock to Palmer Lake the northbound track can be elusive, but the southbounds are struggling uphill right along the highway. The tracks come together again just north of Palmer Lake and merge into one delightful single-track bottleneck south through Colorado Springs. From Security to Pueblo it's open country with paralleling mains until the southbound track splits away at Bragdon to circle into Pueblo from the west. Though not particularly photogenic, Pueblo Junction, about a half-mile east of the depot, is one spot where you will get most the action in town.

If you want to know more about railfanning the Joint Line and can't locate the May '78 RAILFAN (sorry, that back issue is out of stock), we suggest you try *Colorado's Joint Line Guide*, a 32-page softcover for $7.95 postpaid (Colo. res. add 40¢ tax) from Donald K. Park II, 1025 Oxford, Apt. L-138, Fort Collins, CO 80525.

For color and action against a background of mountain scenery, the Joint Line will be hard to beat. ⊂

THE YARD AT PUEBLO provided couple of surprises on May 26 in the form of a Soo Line SD40 and "merger modified" Milwaukee Road SD40-2 on a Rio Grande freight for Kansas City. GP30 3017 was working as a yard engine. On May 31 a Rio Grande ex-Conrail GP40 (below) led an N&W C30-7 and Southern SD40-2 toward Kansas City at Pueblo Junction. In Denver the next day, a Santa Fe Kodachrome GP20 was ready to head south with an SD45 and two GEs. The 8300, one of three BN SD60s (bottom) led three Oakways laboring uphill between Castle Rock and Larkspur on May 31.

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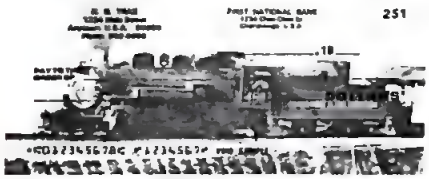

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Markers

BY JIM BOYD

KODACHROME MAX R. WALLACE

PINSLY'S RAILROADS have always had an attractive appearance. The Florida Central CF7 in front of the handsome depot at Plymouth is one of the latest units to wear the red livery (indicentally, that order board now has its blades restored). Meanwhile, up in New Hampshire, the ex-Army 44-tonner leased after fire destroyed the Claremont & Concord's three-unit fleet was in fresh paint on July 4, 1987, lettered C&C No.30. The enginehouse burned last January 25.

KODACHROME MATTHEW BAJ JR

Pinsly: Always a Class Act

Lord knows, they've had plenty of opportunity and excuses to be shabby. If there was ever a litany of Great Names for Lost Causes, Pinsly would have had more than its share of representation: St. Johnsbury & Lamoille County, Montpelier & Barre and Frankfort & Cincinnati. But no matter how hard the times got, the Pinsly railroads always *looked* sharp. There are lots of larger carriers that could take a lesson from Pinsly's respect for corporate image.

At least from trackside, a big part of Pinsly's image is their attractive red, yellow and black paint scheme. Just traditional enough to be comfortable, the Pinsly colors are still bright and contemporary and look good on even the least likely locomotives—like CF7s.

I first encountered that paint scheme in the mid-1960s on the high-nose long-end-forward Geeps of the StJ&LC and bumped into it again in the wintry hills of Kentucky

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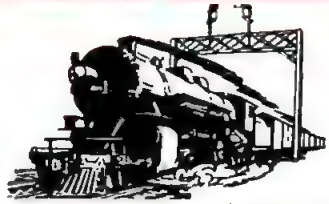

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JIM BOYD

THE FRANKFORT & CINCINNATI was a Pinsly road that folded in November 1985 after being steadily reduced in size. In 1969 Montpelier & Barre 20 was leading sister 70-tonner F&C 101 west through Stamping Ground, Ky., past a grand old distillery.

on the F&C's 70-tonners (where there resided also one still lettered for the Montpelier & Barre). It looked as good then as it does on the Florida Central and Pioneer Valley today.

The Pinsly short line empire dates back to 1938 and included the long ago abandoned Hoosac Tunnel & Wilmington along with the StJ&LC (presently struggling for survival as the Lamoille Valley Railroad), Montpelier & Barre (today the Washington County Railroad, serving the Bombardier rail car facility in Montpelier), the recently shut down (November 1985) Frankfort & Cincinnati and the still active Greenville & Northern in South Carolina and the Claremont & Concord in New Hampshire. In 1982 Pinsly expanded with the acquisition from Conrail of a couple of ex-New Haven branches in Massachusetts that they now operate as the Pioneer Valley Railroad with a pair of CF7s. The new Florida Central (page 36) also runs with a fleet of CF7s.

The F&C turned to a handful of Alco switchers in the mid-1970s to replace its 70-tonners, though the Greenville & Northern still runs a pair of the end-cab GEs today. (Those F&C Alcos, incidentally, may move to Florida to power new Pinsly lines there in the not too distant future.)

The Claremont & Concord was a real delight with a trio of sharp little GE 44-tonners wandering the back streets of Claremont, N.H., on former trolley trackage. That "was" is in reference to a tragic enginehouse fire on January 25, 1987, destroyed all three of the 44-tonners (18, 31 and 32) along with some track equipment and a couple of small cranes.

The C&C tried to make-do with a Trackmobile, but in March they leased an ex-U.S.

"FAREWELL TO THE E-8's" SUNDAY, SEPT. 13, 1987

NJ TRANSIT invites you to join us as we run a farewell railfan trip on the last of the E-8a's in regular revenue service.

SCHEDULE:
Depart Hoboken Terminal . . . 10:30 am
Depart Newark Penn Station . . . 11:00 am
Arrive Bay Head . . . . . 1:00 pm

Depart Bay Head . . . . . 2:00 pm
Arrive Newark Penn Station . . . 4:00 pm
Arrive Hoboken Terminal . . . . 4:30 pm

EQUIPMENT: Diesel Electric E-8a Locomotives with Steam Generators and Steam-heated, Axle Generator Powered Conventional Coaches.

TICKETS: $15.00 Round Trip - Tickets go on sale August 10 and are good systemwide on the day of the trip.

INCLUDES: Commemorative souvenir photo & photo opportunity at the famous Bay Head Loop.

For information call: Office of Special Operations (201) 648-3360. NJ TRANSIT

Tickets are available at the following stations: Hoboken Terminal, Newark Penn Station and New York Penn Station.

Tickets are available by mail through September 4. Please write to: NJ TRANSIT Rail Operations, "Farewell to the E-8's," c/o Manager - Cash Planning & Control Department, 1160 Raymond Blvd., Newark, New Jersey 07102 Make checks payable to NJ TRANSIT Rail

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MIKE DEL VECCHIO

INDUSTRIAL LIGHTING UNITS with gasoline-powered generators were set up to illuminate the Cass, W.Va., depot for the Railfan Weekend night photo session on May 16, 1987. Joe Gonzales provided the lights so that photographers with video cameras could capture the runby action. The trains then posed for still photographers to get their shots.

Army 44-tonner from an equipment dealer in Ohio. If there was ever an excuse to run an engine in dip-job paint with lettering that would embarrass a graffiti vandal, the C&C had it. Though the Army veteran ran until July in faded green, on the Fourth of July it emerged in full Pinsly livery as C&C Number 30 (see page 60). As I say, they've got a class act.

Incidentally, still on the property at Claremont Junction are a Montpelier & Barre 70-tonner and two unserviceable 44-tonners, B&M 119 and Springfield Terminal No.1, plus the burned-out hulks of the other three. Looking at that Springfield Terminal center-cab in the weeds, who would have thought that someday it would see its corporate name on a massive fleet of Geeps and SD26s? But that's another story.

A video night session

The age of video has invaded the realm of railfan night photography. When Pennsy K4 1361 was being readied outside the Altoona car shop for her first run under steam last April, Marc Balkin set up a couple of high-intensity floodlights so that he could catch the action on his video camera. Marc then offered to leave the lights in place for a few minutes so that the still photographers could set up their tripods for pictures. The results were pretty impressive (the back shot of the 1361 on page 44 of the July issue was made with the video lights).

It's doubtful that this was the first time that video lights have been used for still photography, but it certainly proved that such

Switch List

Classified Advertising: Rates 39¢ per word, minimum order $4.68. Count all initials, numbers, address components. Zip Code is free and mandatory. Abbreviations (COD, SSAE, rpm, it's, 5x7, 8mm, PO, etc.) count as one word. We must have home or business address for all persons using PO Box numbers. Address all classified ads to: Switch List. RAILFAN & RAILROAD, PO Box 700, Newton, NJ 07860. Ads sent to other departments may be delayed or lost. Payment must accompany ad copy. Ads will be placed in catagory deemed most appropriate; requested catagories will be considered. All ads will be set in our standard 6 point type with lead in Capital letters. All ads subject to approval of the Publisher. Closes 1st of the month, three months preceeding date of issue.

ANNOUNCEMENTS

THE EAST BROAD TOP Railroad Fall Spectacular, October 10 & 11. Steam locomotives and gas electric coach will operate extra movements, together with the Shade Gap Electric Railway trolley. Station, roundhouse and turntable in operation daily. Passenger and freight trains will operate both Saturday and Sunday. Shop tours available. Special night train trip, Saturday only. For information write to: The East Broad Top Railroad, Rockhill Furnace, PA 17249. Tele: 814-447-3011. Located off Pennsylvania Turnpike on U.S. Rt 522. 1187

BOSTON, MASSACHUSETTS, October 4, 1987, "Cape Cod Round-up". The scenic beauty of Cape Cod from the rails of the Cape Cod & Hyannis Railroad and the smooth sailing of the Provincetown II.(Motorcoach transfer between Provincetown and Hyannis.) Choose your point of departure: World Trade Center (formerly Commonwealth Pier) or Braintree MBTA Station on the platform of the Cape Cod & Hyannis Railroad. For detailed information write: Mystic Valley Railway Society, PO Box 486, Hyde Paark, MA 02136, or call 617-361-4445, 24 hours. 1087

BOSTON, MASSACHUSETTS, October 10-12, 1987, "Foliage Holiday". This three day adventure will take you on the rails of the Berkshires of Massachusetts on the Berkshire Scenic Railroad and New York's Adirondacks on the Delaware & Ulster Rail Ride. Overnight accommodations in Albany, New York, 6 meals and a cruise on Lake George complete this "Foliage Holiday". For detailed information write: Mystic Valley Railway Society, PO Box 486, Hyde Park, MA 02136 or call 617-361-4445, 24 hours. 1087

NOVEMBER 22, 1987, "Rail-A-Rama South", 10 A.M. to 4 P.M. The Mystic Valley Railway Society presents its fall railroad hobby show at Lantana's in Randolph, Massachusetts, near the intersection of I 93 (128) and Route 28. Over 7000 square feet of display (operating layouts and movies) and sales space. MVRS members free, adults $2.00, children $1.00. For dealer information call or write: Mystic Valley Railway Society, Inc., PO Box 486, Hyde Park, MA 02136-0486. 1087

BOSTON, MASSACHUSETTS, October 18, 1987, "Autumn Shoriiner". Two centuries of railroading meet in Old Saybrook, Connecticut, when you arrive aboard Amtrak's "Patriot" to meet the steam of "The Valley Railroad" for the ride to Essex and beyond. Other options on this excursion are Mystic Seaport and Gillette Castle. For detailed information write: Mystic Valley Railway Society, PO Box 486, Hyde Park, MA 02136 or call, 617-361-4445, 24 hours. 1087

OCTOBER 24-25, 1987, St. Louis area, 3rd Annual Model Train and Railroadiana Sale, Ramada Inn, I-64 and route 159, Fairview Heights, Illinois, Saturday 10-4, Sunday 11-4. Adults $2.00, teens $1.00, 12 and under free. Dealer information: Boxcar Annie's, Box 335R, Centerville, GA 31028. 1087

BOOKS & PUBLICATIONS

SCARCE and out of print items. Catalog 50¢. Western Book Company, Dept. RR, PO Box 271, Gaston, OR 97119.

SUSQUEHANNA VALLEY CHAPTER NRHS, has Sheldon King's printing of "Trolleys of the Triple Cities", $8.00 plus $1.50 postage and handling. NYS residents add sales tax. PO Box 2415, Binghamton, NY 13902. 1087

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NYC WOOD CABOOSE 19000 series $6000; Lackawanna open end coach $7000; available October. Contact: Carlson, RR #1 Box #845, Dingmans Ferry, PA 18328. 717-828-7167. 1087

MISCELLANEOUS

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lighting is practical when it is available. Some video lights work off of portable battery packs, while the really powerful ones require an a.c. power supply; Marc was using both at Altoona.

What was likely the first formally organized railfan night session using video lights occurred on Saturday, May 16, at Cass Railfan Weekend when Joe Gonzales brought in two generator-powered industrial lighting units and poured 8000 watts of light on the Cass depot and general store from the middle of the parking lot.

This lighting was intended specifically for the patrons using video cameras as well as still cameras, as there were action scenes as well as static set-ups. For the video photographers, the lights were turned on and a Shay-powered log train made a couple of runbys. Then a passenger train behind another Shay pulled in for a station stop. Folks in period garb detrained and others boarded, while the station agent brought out orders for the engineer. With a highball and whistle, the train began to leave—but immediately stopped as some "late" passengers came running up the platform. It was a fun bit of staging. While some of the still photographers took photos during the action, most of the crowd just watched and enjoyed the show of steam running in the dark.

Once the video action was completed, each train was backed into position so the still photographers could take their time exposures under the video lights and then (with the floodlights turned off) illuminated in the "conventional" manner with flashbulbs. It made for a very interesting evening and some excellent results for both the still and video action photographers. Because of the action, it was much more entertaining for the non-photographing spectators than a typical flash night session usually is.

The industrial floodlights are not carefully balanced for photographic light, as are video lights (usually 3200° Kelvin, if memory serves me right). Since you have constant light and a still subject, however, you can bracket your time and select the best of many exposures. My color photos from the floodlights came out acceptably well although with an overall greenish-blue cast. The black & whites were, of course, superb. The color using the floodlights was not as accurate as the shots using the flashbulbs, with the blue wiping out most of the reds in the scene. Marc's video lights in Altoona had provided more accurate color.

It will obviously take some experimenting on the part of those providing the light sources to determine if their lights can be filtered to provide accurate color for time exposures. Commercial photographer Larry Smith of Jacksonville, Florida, will be conducting a night photo session with video lights with N&W 611 and 1218 at Shaffer's Crossing during the NRHS national convention, and it will be interesting to see the results in color.

Interestingly, the video illumination is often strong enough for modern 35mm cameras to be able to get a light meter reading off the subject. As we discuss in CAMERA BAG this month, the exposures can also often be kept under one second, thus avoiding the reciprocity problems that K200 and K64 exhibit on long exposures. The K200 time exposures I got with Marc's video lights at Altoona were red, but they were not the very strong and objectionable red that showed up on the

next month in RAILFAN & RAILROAD

● **BALDWINS TODAY ON THE TRONA:** David Lustig takes us out into the California desert to find Baldwin AS616s still in regular service on the Trona Railway and gives us a look at the departed Baldwin centercabs of not so long ago.

NOVEMBER 1987 ISSUE ON SALE OCTOBER 1.

GREAT GIFT IDEAS! Two eye catching railroad lovers conversation pieces. Hardwood music boxes finished in beautiful medium pine. Animated RR station plays "Those were the days", 6 3/4 X 4 1/2 X 4 7/8. Caboose with brass hand rails plays "John Henry" 6 3/4 X 2 7/8 X 4 3/8, $19.95 each plus $2.00 handling. Illinois residents add 6.5% tax. Visa/MC/MO/check. 1087

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RAILROADIANA of all kinds bought and sold. Timetables, guides, passes, technical data, traction material, back issues of rail magazines. SSAE, be specific, to: Nestles Railroadiana, Box 105 RD #2 Ray Rd., Greenwich, NY 12834. 1087

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DUPLICATE COLOR RAILROAD SLIDES. USA, Canada, Mexico and Europe, 1950's to 1980's, steam, diesel, electric, new catalog #4. $1.00 plus LSSAE to: Hudson Leighton, 1722 Oliver Ave., So. Minneapolis, MN 55405. 388

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WANTED

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WANTED! Railroad books, paper collections, employee TT's, cyclopedia, Wells Fargo, any express items. Steve Bolan, 14395 Baker St., Westminster, CA 92683. 1287

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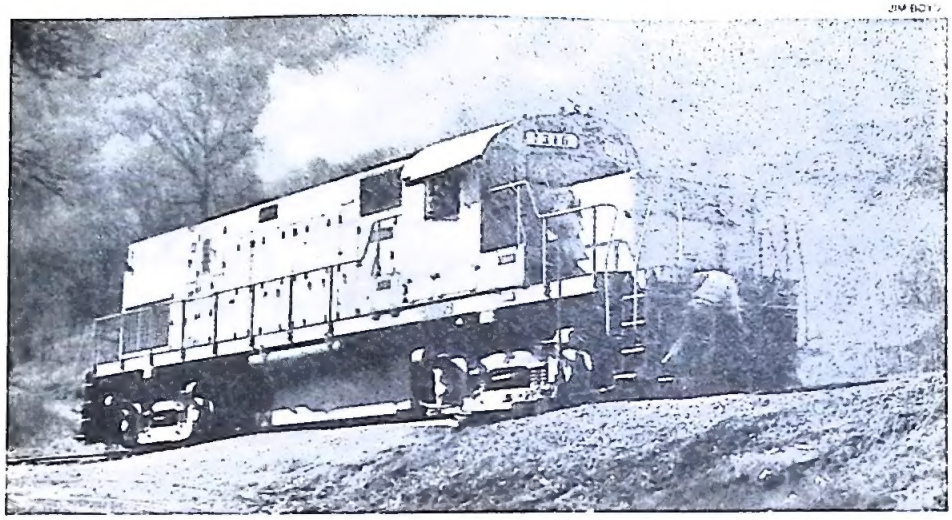

OUR COVER GIRL, former L&N 1316, was a celebrity back in the spring of 1974 when we caught her at Hagans, Va., working an L&N local. The C420, now Apache Railway 82, was built as Tennessee Central 400 and has long been a diesel spotters' favorite.

Blue Mountain & Reading tests shown in CAMERA BAG.

Volume 6

With this issue R&R is now on a monthly schedule, and as an advance warning to those who bind their own annual volumes of the magazine, be advised that the current Volume 6 will contain 14 issues. We will run this one oversize volume so that all future twelve-issue volumes will cover one calendar year, January through December. This Volume 6 will include the January 1986 through December 1987 issues.

"This month"

One of the things I had gotten used to in editing a bimonthly magazine was the use of the words "this issue" instead of the more natural "this month." Well, now that we're monthly, I can relax and talk about "this month" and "last month" and "next month" and forget all about that "next issue" awkwardness. One of life's little pleasures.

RAILFAN & RAILROAD Advertising Index for October 1987

A
Abracadata 8
Adventures In Sound 23
Alco Historic Photos 60
Scott Arden 23
Arkay Records 15
Audio Visual Designs 6
Avanti Productions 12

B
B. R. M. N. A. 20
Berkshire Videography, Inc. 18
Blue Mountain & Reading RR Co. 56
The Book Depot 54,55
Burlington Northern R.R. ..... Cover III

C
D. Carleton Railbooks 60
Carstens Publications, Inc. 24,29
Challenger Tours 30
Charly's Slides 64
Christian Bell Porcelain Ltd. 61
Colorado Railroad Museum 27
Communipaw Commemorations 19
Connecticut Valley RR Museum 8
Richard J. Cook 20
Crossties Press 16

D
The Depot Attic 64
Charles Ditlefsen ..... Cover IV
Dpa-Lta Enterprises, Inc. 9
Durango & Silverton 19

E
East End Productions 16
The Ellicott City Model Train & Railroad Show 28

F
Fallen Flags 22

G
Green Frog Productions 13

H
H.R. Products 19
Herron Rail Services 17
E. L. Hise Company 12
Hopewell Productions 3

I
Identity Check Company 60

J
JMC International 12
JMJ Productions 23

K
K-4 Buckles 8
Ed Kosiecki 13
M. F. Kolowski RR Art 26

L
Leanin' Tree 10,,11
Long Island Sunrise Trail Chapter 8
Carleton F. Loucks 31

M
M. A. Herrington 14
McMillan Publications 18
Mid-Michigan Hobby Supply 15
Mile Post 1 16
Milmed 22
Mystic Valley Railway Society 28

N
N J International Inc. 26
National Association of Railroadiana Collectors 60
NJ Transit Rail Operations 6,61
Northern Press 22
Northland Home Video 20

P
Pacific News 57
Pacing Images 18
Pentrex 27
Potomac Chapter, NRHS 28
Pro Custom Hobbies, Inc. 56

R
The Radio Depot 18
Rail Expo VII 60
Rail Heritage Publications 24
Rail Plaque 16
Railfare Enterprises Limited 7
Railpace Co., Inc. 30
Railroad Avenue Enterprises 12
Rails 'n' Shafts 21
Railway Club Of North America 16
W. N. Rich 22
Richardy Productions 26
Right Track Trading Co. 24
Ben Rohrbeck 60
Rolling Stock 56

S
Scanner World 25
Greg Scholl 53
The Sherborne Gallery 22
Al Staufer 14
Philip J. Sularz 19
Sunday River Productions 15

T
The Radio Depot 18
Trackside Video 26
Trolley Talk 64

V
Video Classics 30
Video Rails 56

W
The Weekend Chief Publishing 8
James Weston 26
Westrail Publications 14
Wilson Railway 18
Joseph W. Wollcheck 14

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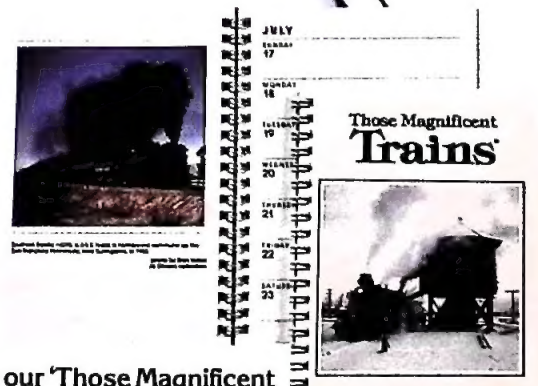

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